

WAR WITH MEXICO ALMOST CERTAIN, MR. STONE'S VIEW

Chairman of Senate Foreign
Relations Committee
Sees President

CONFERENCE HELD

Carranza Desires South
American Republics
To Mediate

LANSING REPLIES

No Grounds for Mediation;
U. S. Forwards
Demands

Reuter's Service.

Washington, June 26.—The situation is very grave, President Wilson yesterday conferred with the leaders of Congress. Subsequently, Mr. W. J. Stone, Chairman of the Senate Foreign Relations Committee, expressed the opinion that war is virtually certain.

President Carranza is said to be willing to accept the mediation of the South American republics, but Secretary of State Lansing holds that there is nothing to mediate upon.

President Wilson has sent a very strong note to Mexico, demanding the immediate release of the American troops captured at Carrizal.

San Antonio, June 26.—The American headquarters in Mexico reports that 33 participants in the fight at Carrizal have returned, including a captain who was believed to be dead. Now, 16 men are missing.

Advise Against War

New York, June 21.—It is believed by many in Washington that the representatives of the Allied European countries stationed in the capital of Mexico are trying to induce President Carranza of Mexico to avoid an outbreak of hostilities between the United States and Mexico.—*Asahi.*

Germany Wants a Break

San Francisco, June 21.—The Ministers of Great Britain, France and Russia at the City of Mexico are advising General Carranza to solve the relations with the United States peacefully. Germany desires a rupture between the two countries.—*Uih.*

San Francisco, June 21.—Mr. Baker, Secretary of War, announces that the strength of the state militia of the United States is 8,000 officers and 120,000 men.—*Nichi Nichi.*

COSSACKS FORCE RIVER SOUTHWARD OF BUCZACZ

Russian Progress in Bukhovina
Continues; Army Approaching
Transylvania Passes

(Reuter's Agency War Service)

Petrograd, June 26.—An official communiqué reports: There was an intense artillery fire on the Dvina front. A German offensive north of Pripiat Marshes was repulsed.

There was a heavy bombardment on the northern quadrant of Lutsk salient, with local offensives made by massed formations, which were everywhere repulsed.

Southwards of Buczacz, our Don Cossacks forced the river and captured 350 prisoners.

Our progress in Bukhovina continues. We are approaching the Transylvania passes.

The Turks made repeated night attacks at Platana and Djivislik, in the region of Trebisond, which were repulsed. In Mesopotamia, the Turks stormed some sectors of the Russian positions at Revandouze and were ejected with the bayonet.

A Turkish offensive in the direction of Bagdad was easily stopped, the enemy losing heavily.

REPULSE BULGARIANS

(Reuter's Agency War Service)
Salonica, June 25.—A Bulgarian attack at Poroy has been repulsed.

President Will Revoke All Yuan's Orders After Nov. 4; Tuan Still Not Persuaded

Premier Says His Opinions Not Unalterable, But He
Accepts No Responsibility; Conference With Allies

Special Cable to The China Press

Peking, June 25.—After receiving telegrams from Admiral Li Ting-hsin, Tong Shao-yi and Liang Chi-chiao, strongly favoring the revival of the first provisional constitution, Premier Tuan last night said that his opinions are not unalterable, but he desires to accept no responsibility for changing the law by mandate. A Presidential mandate revoking the constitutional compact and all laws and mandates issued by the late President after November 4 will be issued tomorrow, immediately after the departure of Yuan's remains for Honan.

The French Legation has agreed to withdraw its veto on the salt surplus, under a Government security for the payment of the French Lunghai railway bondholders. Hence the financial political situation is favorable.

New Foreign Loan

Peking, June 27.—According to the Peking Jih-pao, Dr. Chen Chin-tao, new Minister of Finance, with Hsiung Hsi-ling and Li Ching-hsi, since yesterday have been negotiating with certain foreigners about a loan for relieving the financial market.

The Peking Daily News reports that Tuan Chi-jui, the Premier, will this afternoon receive the Ministers of the allied powers, to whom he will give information about some important questions in connection with the situation in China.

Liang Chi-chiao's Views

Local Chinese papers report that Liang Chi-chiao has wired to Tuan Chi-jui to the following effect:—"The fundamental question is not solved yet and there is no definite way to settle the whole question and he is therefore feeling very sad. In the morning of June 26th he saw in the newspapers about the declaration of the navy. He did not know anything about it before he saw it in the newspapers but by the declaration it has further become clear where the general tendency is directed. And yet the Peking authorities

Home Rule Unaffected By Selborne Quitting

His Resignation Is Discounted In
London; No Influence On
Irish Settlement

(Reuter's Agency War Service)

London, June 26.—The Earl of Selborne's resignation is discounted and does not affect the Home Rule situation.

GERMANS ARE SEEKING WAR FUNDS IN HOLLAND

Make Endeavor to Borrow Big
Sums of Money From
Private People

(Reuter's Agency War Service)

Amsterdam, June 26.—Germany is trying to borrow large sums of money from private people in Holland.

Music for Today

The following program will, weather permitting, be played by the Band in the Public Garden this afternoon beginning at 5.30 o'clock:—
1. March, "Clear the Way" Douglas
2. Overture, "Les Dragons de Villars" Maillart
3. Waltz, "Ideal Espagnol" Balart
4. Selection, "Les Quatre Fils d'Aymon" Caryll
5. Romance, "Reveil d'Amour" Robertson
6.—Selection, "A Runaway Girl" A. de Kryger,
Conductor-in-charge.

are still delaying their decision and the delay is causing much doubt about their sincerity, and especially the mandate issued the other day at the time Canton declared the cancellation of independence caused an uneasy feeling in the public. If this silly policy should be continually effected how far the complications will lead we do not know.

"Tuan is doing his best to save the situation and should see how the general tendency is directed and what he should do should be carried out without waiting for the demands from the people and what he should not do should be abstained from without requiring to be criticised and then the dignity and the authority of the Government would be increased and secured.

"If the ambiguous attitude and delay is continued it will give the situation dangerous elements daily. Seeing the situation is still unsettled he has decided to wire Tuan his views."

Dr. Wu Answers Premier

Dr. Wu Ting-fang has replied to Tuan Chi-jui about the restoration of the original provisional constitution in a lengthy telegraphic message. He has advocated that a mandate be issued to cancel the new provisional constitution as it is not legally in existence and to restore the original provisional constitution and the Peking authorities must observe all the treaties, agreements, etc., pending the confirmation obtained from the Parliament.

Demand Lung's Scalp

In a joint telegram signed by Tong Shao-yi, Liang Chi-chiao, Weng Chung-yao and Wong Tuan-wei, to President Li, it is requested that Lung Chi-kwang, Tutch of Kwangtung, be at once dismissed in order to save the situation in Kwangtung.

The Situation in Peking

Special Correspondence of The China Press
Peking, June 22.—There is no sign discernible as yet of an early settlement of the political crisis. The chief stumbling block is the demand of the Southern leaders that the constitution of 1912 should be revived. It is understood that the President is in favor of granting this demand and that the foreign advisers of the

(Continued on Page 2)

Shereef to Put Three Armies Against Turks

Each Commanded by One of His
Sons; Destroys One Hundred
Miles of Railway

(Reuter's Agency War Service)

Cairo, June 26.—The Grand Shereef of Mecca has given the command of an army to each of his three sons and has destroyed the stations along a hundred miles of the Hedjaz railway, to prevent the Turks sending reinforcements.

May Withhold Meat Ration Entirely From Germans in September

Compensate With More Bread;
Continuance of Supplies De-
pends on Harvest Results

(Reuter's Agency War Service)

Amsterdam, June 26.—The German Food Dictator, Herr von Batocki, in an interview, hinted that a temporary prohibition of the consumption of meat might be necessary during September, which would be compensated for by an increase in the bread rations. The continuance of the present rations during the winter depended on the result of the harvest.

The Weather

Possibilities of a north-west gale. The maximum temperature recorded yesterday was 85.4 and the minimum 74.8, the figures for the corresponding day last year being respectively 89.0 and 69.5.

Shell Removes Arm But Not Ability to Run Motor Car



This French chauffeur, who lost his arm on the western front, was not daunted in his profession after the loss of the member. A one-armed man running a motor car is almost a paradox, yet with persistence this man has learned to use his "mechanical" arm with the skill and ease of a natural member.

This case is but one of thousands in the belligerent countries, where one of the greatest tasks now is to teach maimed men a method of pursuing their old vocations or learning new ones.

AUSTRIANS RETREATING IN TRENTINO DISTRICT

Evacuate Asiago And Other Im-
portant Positions; Italians
In Hot Pursuit

(Reuter's Agency War Service)

Rome, June 26.—An official communiqué announces that the Austrians have begun to retreat in the Trentino. The Italians have re-captured several positions and continue to advance vigorously on the heels of the enemy.

The Italians have gained important successes. They have forced the Austrians to evacuate Castle Gomberto, Asiago and Monte Cengio and are following the enemy up hot-foot.

A later communiqué shows that a substantial advance has been made by the Italians from Val Lanza to Sette Comuni. They are nearing the outskirts of Arsiero and have occupied the line Mount Longara-Gallo-Asiago and the mountains north-eastward and south-westward of that line.

Along the whole front they found the enemy's trenches full of corpses, besides large quantities of arms, ammunition and food.

ITALIANS SINK TRANSPORTS

(Reuter's Agency War Service)

Rome, June 26.—Yesterday evening, Italian units sank two steamers laden with munitions, one of 5,000 tons and the other of 3,000 tons, at Durazzo and returned to port without a casualty.

JOHORE SULTAN DONATES £31,500 FOR WAR PLANES

Presents Imperial Government
With Full Squadron Of
Fighting Machines

(Reuter's Agency War Service)

Singapore, June 26.—The Sultan of Johore has presented the Imperial Government with a squadron of war-aeroplanes, costing £31,500.

BIG VICTORY FOR SMUTS

(Reuter's Agency War Service)

London, June 26.—General Smuts, Commanding-in-Chief the British forces in German East Africa, reports that he heavily defeated the enemy on the 24th, at Lixigura River, 40 miles south of Handeni and captured numerous prisoners, including eleven Germans, also a pom-pom, machine-guns, rifles and ammunition. Our casualties amounted to 4 men killed and 20 wounded. The enemy's losses were severe.

GERMANS CHANGE PLANS TO ATTACK VERDUN IN REAR

Try to Pierce Ravine, Then
Rush Froide Terre And
Souville Behind

EFFORT DEFEATED

French Capture Trenches
Between Fumin And
Chenois Woods

WORSE EXPECTED

Lull in Infantry Assaults,
While Guns Rage, Re-
garded as Ominous

(Reuter's Agency War Service)

Paris, June 26.—The semi-official Review states that the enemy's object at Thiaumont is to penetrate the ravine from Fleury to the Meuse, in order to take Froide Terre and Souville in the rear.

The official communiqué issued this afternoon reported: A German attack, west of Thiaumont, failed completely before our curtain-fire and rifle-fire. We occupied parts of the enemy's trenches between Fumin Wood and Chenois Wood.

There was artillery activity elsewhere, particularly at Mort Homme. London, June 26.—Yesterday's lull in infantry attacks at Verdun is regarded as a calm before a still more furious onslaught. The artillery yesterday increased every hour in violence, till it reached a climax at 5 o'clock in the afternoon, at Froide Terre and Fleury, where French experts expect an immediate attack. Mort Homme was also pounded, with similar fury, for forty-eight hours.

Appalling scenes were witnessed during the street fighting on Saturday in the village of Fleury, both sides pelting each other with bombs at a range of a few feet. The German hordes literally covered the ground. The total number of men employed by the enemy in successive waves works out at twenty men to the yard.

Germans Claim Success

In Night Enterprises

(Ostasiatische Lloyd War Service)

Official German report (via London).—Headquarters, June 26.—Western theater.—In the region south of La Bassee canal to beyond the Somme the enemy displayed an uninterrupted activity, which was continued even during the night. They also heavily shelled Lens and its vicinity and discharged gas without success over our lines in the region of Beaumont Hamel, north of Albert.

On the left bank of the Meuse, the enemy's fire attained great intensity towards evening, especially at Mort Homme. During the night, small infantry enterprises were successful for us. Numerous violent fights occurred under continued artillery bombardment around the positions taken by us.

East of the Meuse, all attempts of the French to reconquer the lost ground failed, with heavy losses for them. Over 200 prisoners were captured.

East of Saint Die, 15 prisoners were made by a German patrol attack.

RUMANIANS IMPRESSED BY RUSSIANS' SUCCESS

Opposition Presses for Inter-
vention; Abandon Idea Of
Agreement with Turkey

(Reuter's Agency War Service)

Bukharest, June 25.—The Russian successes in Volhynia, Galicia and Bukhovina have made a great impression. The Opposition party urge intervention by Rumania.

The idea of a commercial agreement between Turkey and Rumania has been abandoned.

The obstinacy of Bulgaria in continuing to close the Rumanian-Bulgarian frontier is creating a very unfavorable impression in official circles.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Kasuga 31. June 29
Per R.V.F. s.s. Poltava..... June 30
Per N.Y.K. s.s. Omi Maru July 1
Per N.Y.K. s.s. Sado Maru July 2
For U.S., Canada, and Europe:—
Per N.Y.K. s.s. Sado Maru July 2
Per R.M. s.s. Montevideo..... July 4
Per R.M. s.s. E. of Russia July 14
For Europe, via Suez:—
Per M.M. s.s. Andre Lebon July 4
Per P. and O. s.s. Nellore July 10
Mails to Arrive:—
The American mail is expected to arrive here on or about July 1, per N. Y. K. s.s. Shidzuoka Maru.
The French mails of May 14 and May 28 are due at Hongkong on June 29, and here on July 3. Left Saigon on June 26, per M.M. s.s. Atlantique.

In the Courts

After another hearing before the British Supreme Court of the opium contract suit of the Hip Fong Hong and H. Neolia and Co., the case was again adjourned yesterday.

Mr. H. P. Wilkinson appeared for plaintiffs and Mr. D. McNeill for defendants.

The forenoon was occupied in an examination of the books and various entries regarding the contracts, the witness being a comprador's assistant.

The comprador of defendant firm was then called. He was told the goods ordered by plaintiff were not to be taken delivery of. He instructed his assistant to make the entry that the contracts had been cancelled. Witness went many times to see plaintiff, and asked him to pay the interest. Plaintiff did not pay the interest.

In the afternoon the comprador was cross-examined and Mr. Karanje was then called.

Sir R. Casement Pleads Not Guilty of Treason

(Reuter's Agency War Service)

London, June 26.—The trial of Sir Roger Casement for high treason opened today, at the High Court, before the Lord Chief Justice, Justice Horridge, Justice Avey and a jury. The Attorney-General (Sir F. E. Smith) and the Solicitor-General (Sir G. Cave) are conducting the prosecution and Sergeant A. Sullivan, the well-known Irish barrister, Mr. Armetus Jones and Professor J. Morgan, the well-known authority on constitutional law, are defending the accused.

The court and galleries were packed when the trial opened.

The prisoner pleaded: "Not guilty." Numerous jurymen were challenged.

News Brevities

We have just received from the Nanking Postal Commissioner through the Shanghai Office, an up-to-date map showing the postal district of Kiangsu Province, corrected up to June 1, 1916. It is printed in both English and Chinese. Unmounted copies of same are obtainable at the Peking Road Post Office, at 20 cents per copy.

The closing exercises of the Ming Jang boys school are announced to take place this afternoon, at the Grace Baptist Church, North Szechuen Road. The ceremony opens at 3 p.m.

Dr. J. C. Ferguson is due in Shanghai on Monday. He will remain here awhile before proceeding to Peking.

Prizes will be distributed to pupils of the French School at 4 p.m. on July 1.

Obituary

Mr. J. De Witt Jansen

Mr. John De Witt Jansen, son of the late D. C. Jansen and Mrs. Jansen of No. 2 Jessfield Road, died on June 20 in Tientsin. He was serving there on the indoor staff of the Chinese Customs.

El Paso Teeming With National Guardsmen



This picture shows some of the National Guardsmen who have been called out for border duty, along the railroad tracks through the Mexican section of El Paso, where an uprising of the native population is feared if the government of Mexico arise.

War Checks Persian Railway Development

(Reuter's Agency War Service)

London, June 26.—In the House of Commons, Lord Robert Cecil, Under Secretary for Foreign Affairs, stated that the survey for the Moham-merah-Khoramabad railway, Persia, has been inevitably delayed by the local disturbances.

RUSSIAN ATTACKS FAIL

(Ostasiatische Lloyd War Service)

Official German report (via London).—Headquarters, June 26.—Eastern theater.—In the northern section of the front, fighting occurred at several places between reconnoitering detachments. We have taken prisoners and made booty.

Before the army group of von Linsingen, strong Russian counter-attacks against our forward attacks failed entirely, especially on both sides of the Zaturze. South of Plaszowke, in the district east of Beretescht, strong attacks of the enemy have been repulsed repeatedly.

With the army group of von Bothmer, no change has occurred.

MANY SHIPS SUNK

(Reuter's Agency War Service)

London, June 26.—The following vessels have been sunk: The French s.s. Herault (2,299 tons), sunk in the Mediterranean; 36 of the crew have been landed. The British s.s. Burma (?); five of the crew are missing. The Italian sailing-ships Gabriele d'All (2,291 tons), Saturnina-Fanny (1,568 tons) and five others and the British steamer Astrologer (912 tons).

Deny Report Private Lonsdale Is Pardoned

(Reuter's Agency War Service)

Amsterdam, June 26.—The German newspaper Vorwarts denies that Private Lonsdale has been pardoned by the Kaiser.

President Will Revoke All Yuan's Orders

(Continued from Page 1)

government hold similar views. Some of the Northern generals are also said to be of opinion that the quickest way of securing a settlement would be to accede to this demand.

The Premier, General Tuan Chih-jui, on the other hand, is averse to giving his approval to a course that might mean the establishment of an awkward precedent. The revival of the 1912 constitution would, consequently, be a declaration that the constitutional compact of 1914 was invalid. The invalidation of one law passed after the dissolution of the parliament would necessarily be a presumption that any and all laws passed after that date were also invalid.

The best way out of the difficulty would appear to be to adopt the plan proposed by the Premier of holding a conference at which representatives of all the provinces would attend, to decide what course should be adopted. By this means the real sentiments of the people might be learned. This conference is opposed by the Southern leaders, as they deem it to be unnecessary. They naturally wish the 1912 constitution, which was formulated by the South with the express purpose of concentrating power in the hands of the parliament, to prevail.

Another demand in regard to which no decision has been reached is re-

ference to the parliament that was dissolved by President Yuan Shih-k'ai in January, 1914. The South demand that it should reassemble.

In many ways this demand is not unreasonable, but a difficulty that presents itself is the doubt whether, as apart from the dissolution the parliament has expired by effluxion of time, it could legally legislate. On the one hand it is claimed that, as parliament was prevented by force majeure from meeting it should be considered that it has still two years to run. On the other it is held that the term of life of the parliament was fixed by law, and whether it met or not, at the end of that term it ceased to exist. The point is a nice one, and most laymen admit that their

opinions one way or another are valueless. The third demand that is causing differences of opinion relates to the punishment of the monarchists. If this demand be pressed the government will be in an extremely awkward position, as the supporters of the monarchy movement were so numerous and are still so influential that to punish them all would tax, and probably over-tax, the strength of the government. Also, it is contended, many were forced to support the movement because of their political affiliations, while others conscientiously believed that the country would make greater progress as an empire than a republic. If these men were punished, it is argued, a bad precedent would be established and the organization of secret societies would be encouraged.

The last demand that it is found difficult to accept is that the Northern troops in the vicinity of Peking should be placed under a Southern commander. It is thought that this demand is one that pre-supposes a defeat of the North by the South, and, among the Northern military men in particular, it is considered that in actual fighting capacity, the Northerners are far superior to the Southerners. The hope is expressed that this demand will not be pressed.

It will be seen from the foregoing

**\$5,000
REWARD**

"for the return of
the stolen papers"

that it is likely to prove difficult to reach a compromise. Unless a little more willingness to make mutual concessions be exhibited the present deadlock may continue and dangers which China has hitherto avoided may

suddenly confront her. Until the political sky becomes clearer the financial difficulties will continue, and it is in this connection that serious developments are to be apprehended.

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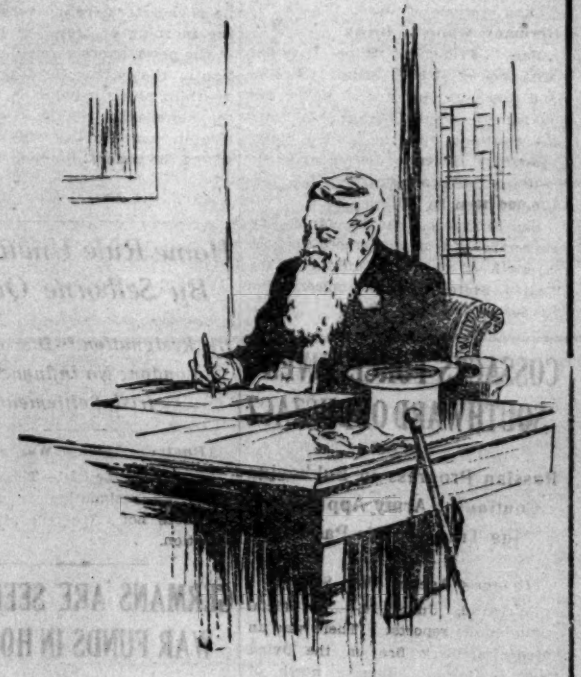
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AMERICAN TOURISTS FEW; THRILLS MANY

Traveler Details How It's All
Changed in War-Torn
Europe

ON SHIP BLOWN UP BY MINE

Matter-of-Fact Rescues Break
Faith in Fabled Exploits—
Suspicion Stalks Abroad

New York, May 21.—One of the natural outcomes of the war in Europe is the disappearance of the American tourist. That strange, volatile being did at the last a good service to the world, for in his final appearance in August, 1914, he provided the comic relief without which we all should have gone mad; and then he vanished. Some last survivors there may have been, but the Lusitania discouraged them; and the American is seen in Europe today only on business, and a business that calls for an increasingly precise definition.

With the tourist have gone the ways that the tourist knew. There is perhaps nothing that indicates more clearly the collapse of the old civilization than the new difficulties of travel in the day when every man's hand is against his neighbor.

Such, in brief, are the conviction of an old world-traveler who has just returned from the belligerent countries. You have realized all this, of course, in a vague, academic way; but you do not really feel it until the Dutch train that has been rolling along through the darkness for the last four hours stops suddenly, and the cries of porters and guards tell you that you have reached Flushing—the port from which you take the boat for England. And then you feel in your coat pocket to see that the passport is there, and hope nervously that you have not overlooked any notes or letters in your bag.

You have traveled this way often enough before, in the old days—have taken the night boat that crosses from Flushing to Queenborough, and gets you in at daylight, to clamber straightaway into a train and be in London in good time for the morning's business. That was before the war, when the only discomfort of the trip, the possible roughness of the crossing, might be evaded if you got a

good cabin and went to sleep before the boat started. Already you have learned the difference. You have had your passport—the passport that never used to be necessary west of Russia—amended and inspected and vided here, there, and elsewhere, and with much trouble and many explanations. You know that the boat that used to stop at Queenborough now runs far to Tilbury, and that instead of leaving Flushing shortly after you come aboard it lies at the pier till dawn and makes the entire trip by daylight, when the new terrors of the narrow seas perhaps can better be avoided.

Inspection Is Rigid Today

Your mind goes back for one moment to the old, half-hearted British Customs inspection that regarded nothing but spirits and tobacco, nor sought them with any care, as you think of the labor of going through all your papers to throw away or mail to New York everything that the stupidest British censor would be unlikely to understand. For you have been told that so great is the British fear of getting any unauthorized information into the United Kingdom that even once visiting cards had best be sent in by mail, where they can undergo the leisurely and deliberate scrutiny of the censor.

In Flushing station you fall in line and set down your name, age, nationality, occupation, and destination for the benefit of a Dutch official who looks at your passport and hands it on to his fellow to be stamped before he lets you pass. You start down to the pier, but as you reach it an officer with two soldiers comes forward and again inspects your passport and the card they have given to you above. You must undergo a triple scrutiny before one of the oldest and kindest and most civilized of neutral countries will allow you, a neutral, to leave its shores for those of a warring power. Once aboard the liner Princess Juliana, however, you feel more at home. She is a big, comfortable boat, as Channel and North Sea boats go; you have a big, comfortable room; and it is only with a sense of its comic value that you try on the life preserver that is under your bunk and speculate as to how long it would keep you going if your ship really hit a mine.

It is Monday night; you must make the Wednesday boat from Liverpool. The time is short and the connections difficult, in war time, but it looks as if at least this stage of the journey will be comfortable. You fall asleep hoping for a calm passage; and you wake, at almost noon the next day, to note with thankfulness that the sea is as smooth as the carpet on your stateroom floor. This one discomfort is to be avoided.

You dress slowly, stroll up on deck

and look around you, note that you are passing a group of three armed trawlers; a steward tells you that the main British patrol line has just been passed. You go down two flights of stairs—to the same floor as your stateroom—and order luncheon in the sparsely peopled dining room. While it is coming—an interminable time—the boat halts for a moment; you are taking on the pilots to lead the Princess Juliana through the mine fields and banks in the estuary of the Thames. The steward starts again, your sole arrives; you address yourself to it with interest.

Mine Explodes, Ship Starts Sinking

Without warning there comes a sharp explosion, not very loud, like the report of a huge firecracker; just afterward the plates and glasses all over the dining room leap into the air and fall back on the tables with a tinkling clatter; from the kitchen, straight ahead of you, there pours a cloud of steam, with a great hissing and the smash of crockery.

In quick succession you experience four sensations—the noise of the explosion, the silent forming of the word "mine," the picture of the tableware rising and falling, and the feel of the stairs of the companionway under your pounding feet. And as you dash up you note with chagrin that although you had the seat nearest the door three men beat you out. You feel you have been worsted in a manly sport.

Many times you have pondered over how you would behave if you were on a ship that struck a mine or was struck by a submarine—so many times that you have decided definitely just what things you would do, and their definite order. As for the ritualistic formula of "Women and children first," that never entered your head till afterward, in the actual occurrence. To be sure, there is no reason why it should, for you cannot recall that there were any women and children in the dining room; and the men were so few that it could have been emptied in ten seconds, and was. The ancient maxim of "Run—do not walk—the nearest exit" was followed out most faithfully.

And, after all, when you have got on deck—a process so automatic that you have not yet had time to be frightened, if you were going to be—you see that there is little reason for alarm. Out through the dim mist that covers the sea you discern the shapes of not one but many patrol boats, and perhaps two miles away a destroyer is coming straight for the liner at full speed. You look over the side and see that the ship is going down a little by the stern, but not with any dangerous rapidity. It becomes evident that this is about as safe a catastrophe as could be wished; barring accident, none of the Juliana's

people are going to suffer anything more than a wetting.

No Trace of Panic to be Seen

On the upper deck sailors are running to and fro, and around you passengers are hurrying about with the hasty, preoccupied air of Jersey commuters pouring out of the Hudson tubes to catch a Lackawanna train, and with no more alarm than those commuters. There is no trace of panic—one or two women are soothing whimpering children, that is all.

You notice that the later arrivals on deck are wearing their life belts, and that you and the other lunchers had come up without stopping for that formality. Hastily you go back to your stateroom and dig out the life belt—no longer despatched. As you pass through the dining room you look at the clock—12.35. The debris of wrecked plates and glasses and bottles covers the tables and strewn the floor; steam and hot water are spouting from a broken pipe in the kitchen, above which the deck has been blown away; every door leading from the companionways to the decks has been shattered to splinters, and here and there, as you hurry down the corridor to your stateroom, you see bumps in the floor where the ship's frame has been bent and twisted by the blast.

A second time on deck, you find the crew swinging out the lifeboats; all the passengers—seventy-eight, you learn from a passing officer—are grouped along the rails; a score of black-robed nursing sisters, Helpers of the Holy Souls, on their way from Nijmegen to their order's London house, are gathered around their superior and repeating a prayer in hushed unison. The ship has not settled much; you walk about and count the vessels in sight—sixteen.

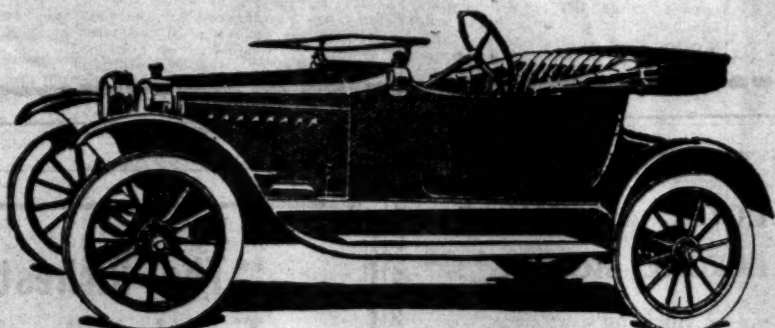
Another minute or so and two destroyers and five armed trawlers are coming up within hailing distance. At sight of the nearest one, now less than a hundred yards away, a scrubby little Belgian takes a header over the rail. Not many of the others see him; those who do look on with a curious lack of interest as a line is thrown to him from the trawler and he is taken aboard.

There are megaphone conversations with the boats coming to the rescue; (Continued on Page 4)

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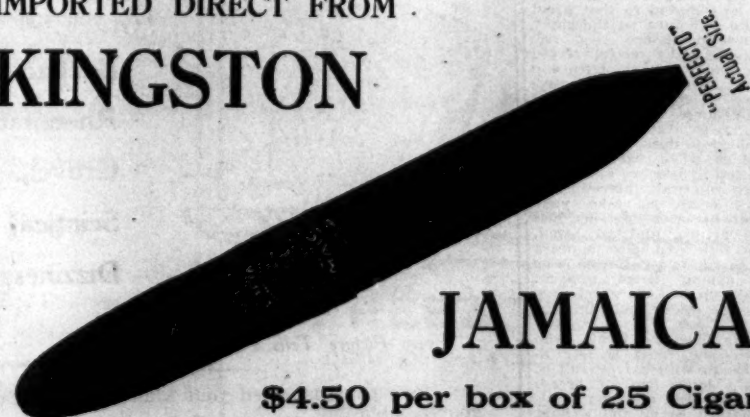
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(Continued from Page 3)

two more travelers draw alongside. The stewards assure you that there will be plenty of time to get your baggage off. Reassured at finding that the Juliana seems no further down in the water than immediately after the explosion, passengers begin to take off their lifebelts and stack them on the suitcases that are piling up on deck.

Rescue Boat Boarded at Last

It is nearly two hours before they finally take to the passengers off the Juliana—two hours in which the trawlers have slowly towed the liner through the haze to toward shore—toward Harwich, which though closed to most traffic is the nearest port, with the destroyers circling about all the while on the lookout for other mines which the German submarine which left this one presumably dropped at the same time. At last the Tervant—a converted trawler somewhat bigger than the others and carrying three guns instead of their one—pulls alongside; a ladder is put down, and one after another the Juliana's passengers are transferred to the gunboat. After their hand baggage; then the trunks that have been swung up out of the hold; then a hundred sacks of mail, heaping the little gunboat till it can hold no more. There are passengers everywhere—even beside the navigating officer.

"Make yourselves comfortable," says the rescuer. "Go wherever you please; you're not in the way." It appears that this is the fifth time they have taken refuge off a mined ship. And they draw away from the Juliana and start for Harwich.

For a while you can see the liner being towed in the misty background; they had hoped to get her, too, into port. But eventually you note that her course is changed; they must run her ashore and take the chance of salvaging her. When you last see her she is approaching the beach, her bows lifting higher and higher out of water as the stern sinks.

The Tervant with her passengers bounces over the waves toward port; she passes something that looks like an island, but turns out on closer inspection to be the hull of a vessel lying bottom up on a bank. The Königin Emma, they tell you—another Dutch boat that struck a mine a few weeks back. A cheerless sight for shipwrecked wayfarers; nor less doleful is the first lights out of Harwich, a red-painted hulk with the word "Sunk"—a local name you learn—staring in big white letters from her sides, and emitting now and then a doleful hoot.

Difficulties Only Begin

Across the entrance to Harwich Harbor there is a spar boom, with a narrow opening flanked on either side by an old tramp steamer mounting an ineffectual-looking six-pounder. Even that opening will be closed before long. Harbor defense has gone back to the chains and booms of the old days, for heavy guns cannot keep out submarines. The brilliant beams of searchlights which you had pictured as playing across the mouth of a war port are absent; concealment is half the game nowadays, and searchlights would only afford guidance to passing aircraft of the enemy.

By this time you are cold and hungry, and eager to land. You have come ashore at Harwich after the crossing from Antwerp, in the old days, and your memory goes back to the quick landing, the hurried customs inspection, and then the dash for the London train. You wonder whether to have a well-filled lunch basket put on the train at the next station, or to snatch a sandwich in the station restaurant at Harwich and then wait till you get to a London hotel for a real dinner. It never enters your mind that there would be any difficulties in the way of the landing of a group of shipwrecked castaways.

But there are. It appears that, since you are all booked to land at Tilbury, the consent of the Home Secretary is required before you can come ashore at any other port. It will take time. You shiver and draw in your belt.

There is shipping in Harwich Harbor—not much, but some. Dark, silent war vessels are moored here and there, throwing black shadows on the greasy, gray water. There is signaling with flags hardly visible in the falling darkness. Then two launches come alongside, and you are told that you are to be removed to that great black, arklite structure on the right, through whose penthouse roof rise two smokestacks and three full-rigged masts, the old Indian troopship Ganges, now a schoolship and receiving station.

Aboard the Ganges men and women are drawn into separate groups. The baggage is piled on deck, the men are ordered below to a bare, dim-lit, chilly room full of benches and plank tables. Here you wait interminably. Two officers come in, take your names, nationalities, occupations, and points of departure, and go away. Another long wait. An officer appears and asks if there are any Germans or Bulgarians among those present. Nobody speaks up, and the officer goes away. You are colder and hungrier than ever.

Eventually a blue-clad jackie, who might have come from H. M. S. Pinafore, appears with a tray full of tescups and a huge loaf of bread. The tea is fairly bad, and you drink it with Demarara sugar and a fluid known as mess milk, but more resembling an inferior grade of Billickers' paste, but no tea at the Ritz or Waldorf was ever like that.

Another wait, and then you are ordered out; you are huddled into another narrow room—but warm, this time—on the pier, while customs officials and soldiers stride up and down. You wait again. Then you are ordered out to the head customs office. In a long, irregular column the refugees troop away through blank, heavy darkness.

There was a great air raid through the Midlands last night, they tell you, and it behooves coast towns to be doubly careful just now. Whatever the reason, Harwich tonight is as dark as the Harwich of the Wars of the Roses. Eventually you feel rather than see that the column ahead of you is ascending an incline, and in a moment you come to a short flight of steps leading to a door half way up the side of a brick building: it is the customs office, to which your baggage has been taken, and where you must wait for the inspection.

Everything Is in Darkness

A worried customs official comes in and promises a lamp presently; meanwhile his chief care is to drop down

the heavy plank shades before the windows. The matches go out; there is no light but the glow of cigars. Another match is struck, and you see heads peering at the heap of suitcases.

Nervously you wonder again if you have got rid of all incriminating documents. Your friends had warned you that every scrap of writing was suspect, and you remember the stories of Americans going into or coming out of Germany who were hauled on lemon juice to see if anything was written on their backs in invisible ink, and who were delayed for days at the frontier because they had forgotten to throw away hotel bills. Would the British be any more lenient? You doubt it.

But you are not to be examined here after all. When the lamp at last appears the official who brings it tells you that the inspection has been postponed to London, whether a special train will take you shortly. Meanwhile, are there any British subjects among you? Two Britons thrust up their hands. Any French? Two more. Any Belgians? A flock of hands. Any Dutch? Another flock. A pause, then a bit of official fustian: "Is there any Uss amongst ye?" No Hun having declared themselves, the inspection is ended. You feel rather slighted that nobody has asked for the Americans, though you have learned that small consideration is shown in these times to those who are too proud to fight.

The two British subjects hold whispered converse with the official. "Yes, Sir; there's a pub open just across the street—a very decent place it is, Sir. If ye will give me your word to come back in fifteen minutes—"

You draw near to the official and find that under no consideration can aliens be allowed to withdraw on parole, but that perhaps the official himself might be induced to go across the street and bring back something refreshing. You suborn officialdom and are refreshed. And then another march through pitch dark, muddy streets to a station, whose scant half-dozen lamps, painted dark green all over save for a little disk at the bottom, throw their narrow circles of light on the brick platform. The train lamps are darkened, too; the guard lights the one in your compartment on your promise to keep the blinds drawn, and you have obtained the boon of enough light to enable two men of the six in the compartment to see their knees.

The two hours' ride to London is one long wait for the lunch baskets that are never put on. Liverpool Street station at last; you prepare for the search and the inspection. Policemen shepherd you down the platform and into a waiting room where three very courteous men—an army officer and two civilians—look over your passports, ask you where you have come from, where you are going, and why; they make a little small talk, and presently ask you if you have any letters to be mailed in the United Kingdom. Your statement that you haven't is taken at its face value, and you are bowed out. You find your porter waiting with your bags, and when you ask where the customs inspection takes place you are informed that the bags were examined in Harwich.

They hadn't been of course, but this is apparently an official fiction, and you are content to let it go at that. And this is all of the much dreaded and much-advertised examination. The next day you are up early, for the Adriatic sails from Liverpool at 5, and the Aliens' Officer has told you of visas and permits that you must get to leave the country. You appear at one office before it is open, go back to the steamship office and get your ticket, with an argument about the validity of Dutch money which is at a premium all over the world; then you hurry back to the official bureau and are told that you must go elsewhere. Your taxicab rolls you under the arched entrance to the gloomy

buildings of the Foreign Office, and into the courtyard where a one-story frame shed has been hastily erected for some of the new tasks imposed by the war. Here you see files of aliens waiting for permission to leave the British Isles, but you are not of them; an official tells you that having once got in, you need no more authority to leave but the visa of your own Consul. Another long taxicab ride to the American Consulate, and you are told that an American visa is unnecessary. And so at last you catch the noon boat train, breathless and exhausted, and trusting that all your troubles are over.

Examination Comes Again

But they are not. The boat train is like the old days, too, except for the Canadian soldiers on a day's leave, going up to Liverpool to see their wives off for home; but when you reach the pier you see more reminders of the state of the nation. It is a dirty, littered dock, far different from the respectable piers from which the liners used to sail; and around the foot of the gangplank is a cluster of officials, examining one by one, and with no haste, the passengers who have been herded into line by a policeman.

Your turn comes at last; the steamer is due to sail in half an hour, and you are apprehensive that any delay may make you miss it—an anti-climax, truly, after your frantic analysis from The Hague. Your turn comes at last; the civilian who first looks at your passport inspects it carefully, finds German visa, and hands it to the trim Major at the foot of the gangway. This one looks it over and asks you to step out of line. You watch the others, accepted, climbing past you with a sick sense that you have missed your boat; you hope your porter had intelligence enough not to take your bags aboard till he saw what had happened to you. Mentally you prepare for the bath of lemon juice.

The Major turns back to you and asks you whence you come and whither you are going; what you have been doing there, elsewhere, or anywhere; when and where you and your parents and your grandparents were born. A second civilian asks more questions, gradually you perceive that the officials are of opinion that you are a Polish Jew named Szeszernowski, whom it is desirable to detain. But they are not quite sure that you are Szeszernowski; eventually the Major decides to make straight-forward consultation of the highest authority.

"Are you a Polish Jew," he asks, "and is your name Szeszernowski?" Lapsing in your excitement to the Hoosier dialect of youth, you assure him that you are not, and it isn't. The Major and the civilians consult together; then they stamp your passport and hand it back to you. "Pass on!" You have caught the Adriatic.

And having caught it with much exertion and by so narrow a margin, you feel somewhat aggrieved when the Adriatic spends the next thirty-six hours lying at anchor in the Mersey while her petty officers explore the pabs of the waterfront in search of the twenty-odd stokers and deck hands who had filled themselves with liquor on the morning of the day of sailing and decided that they wouldn't run the risk of being submarined.

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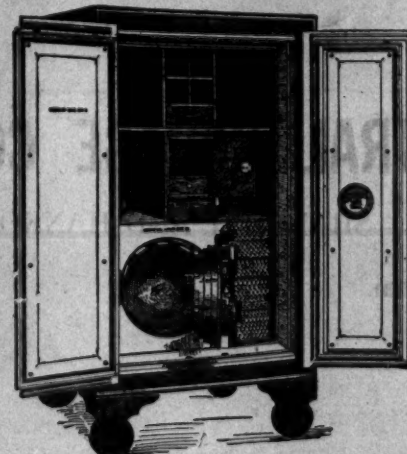
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METHODISTS RETAIN BAN ON AMUSEMENTS

Conference, 434 to 360, Defeats
Plan to Amend The Book
Of Discipline

DAY LEADS PROGRESSIVES

Urges General Admonitions
Only For Communicants—
City Delegates Liberal

Saratoga, May 25.—In the General Conference of the Methodist Episcopal Church today 360 delegates attempted to revise the Book of Discipline by striking out the prohibited list of amusements, which includes dancing, card playing, and theatre going. The fight for a more liberal attitude toward amusements is an ancient one, and has come before every General Conference in the memory of the oldest delegate. In all 434 delegates voted for the existing order and defeated any change.

The subject of amusements came before the Conference out of its regular order today because Chancellor James B. Day of Syracuse University had to attend the commencement exercises of the university. Dr. Day is Chairman of the Committee on the State of the Church, which prepared a minority and a majority report on amusements, and he asked permission to dispose of the subject before he was called away.

As announced early in the week, the leaders had made preparation for shutting off debate and undesirable nomenclature, and the discussion was limited to speeches by Chancellor Day, as leader of the progressives and spokesman for the minority, and by the Rev. Frank Neff of Tulsa, Okla., spokesman for the majority and champion of the existing order.

The minority report presented by Dr. Day urged that general advice should be given to communication without specifying the particular things they should not do.

"I want to state to you that I am not in any way opposed to the most rigid attitude of the Church of which I am a member on the question of amusements," said Dr. Day in his address to the conference. He added that the prescribed test of amusements in the Book of Discipline was imperfect because it left out evils as great as those specified. The list, Dr. Day contended, was wrong in principle and impracticable in practice.

"If you continue it, it will come back to the General Conference until the millennium to give us trouble, because it is wrong," he said, "and the Methodist Episcopal Church will not consent that it stand in the Discipline if it is possible to remove it."

Dr. Day contended that the general advice on conduct incorporated in the report of the minority members of the Committee on the State of the Church included everything that a devout Christian ought not to do and at the same time left him with the freedom that belonged to a Christian.

"The lower the form of religion," said Dr. Day, "the greater the number of rules for the government of the devotee. The higher the form of religion, the more is committed to his faith, the more is committed to his heart—his religion is made an inside religion. I am simply asking that we adopt such a measure as will be respected by everybody and disregarded by few, and by these few to their discomfort."

Mr. Neff heatedly attacked Dr. Day's argument, asserting the points presented in favor of the minority report "would eliminate the Ten Commandments and destroy the force of every prohibitive law of every civilized land in the world."

"This is the old question which

INDOOR SPORTS

By Tad



INDOOR SPORTS
TRYING TO GET A GUY
FIXED RIGHT AFTER HE
HAS BEEN PINCHED
FOR SPEEDING

has been before General Conferences in preceding years," he said. "I desire simply to state the position of the Committee on the State of the Church. This committee acted on the memorials and petitions that came to us throughout the length and breadth of Methodism. We as a committee did not feel that we had a right to go contrary to the almost unanimously expressed opinion of the memorials. There were 120 memorials and petitions presented to the committee that there be no change whatever. Four others merely recommended a change in the wording of a headline, which made 114 out of 120 recommending no change."

"Only two petitions of the entire 120 recommended the striking out of the words in Paragraph 271 in the Book of Discipline. And I submit that it is not a very fair proposition to attend annual and lay Conferences and Epworth League conventions, and then come here and turn down such an almost unanimous

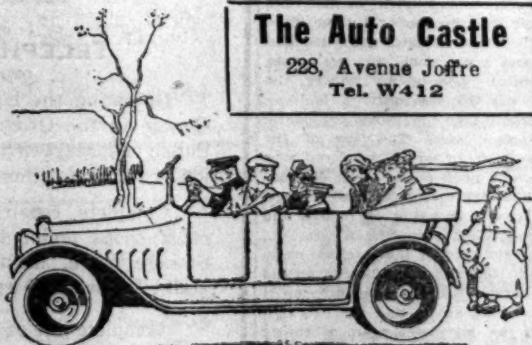
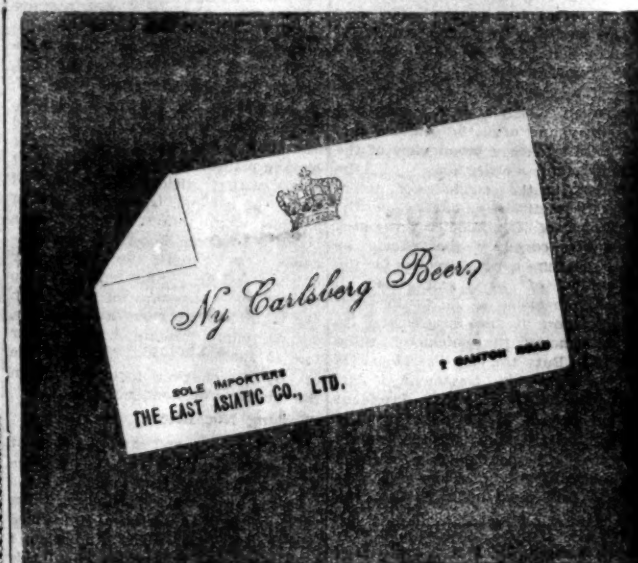
expression of opinion and utterly disregard the feelings of the great body of petitioners."

A demand was made for the year and says, in order that every delegate be placed on record, and the demand was carried despite opposition. The tallies were made up by delegations, and it was noticed that with few exceptions, those coming from the larger cities voted with the progressives. The New York and New York East Conferences voted for the elimination of the list of banned indulgences; so did a majority of the delegates from the Philadelphia Conference and the Rock River Conference, which includes Chicago, but the Conference from St. Louis stood 6 to 2 for the existing order. The negro delegations voted almost solidly with the conservatives, as they have done in the past, but some of the delegates from China and Japan stood for almost the first time with the progressives.

'IRON FROM THE SEA'

Messrs. Aoyagi and Sasano, of Yokohama, having obtained the permission of the authorities to raise the ships sunk by the Germans at the entrance to Tsingtau harbor, and

to recover the large number of shells dropped into the harbor, left Kobe for Tsingtau on the 16th instant, taking with them a number of divers and other workmen on board the steamer Kaiser Maru.



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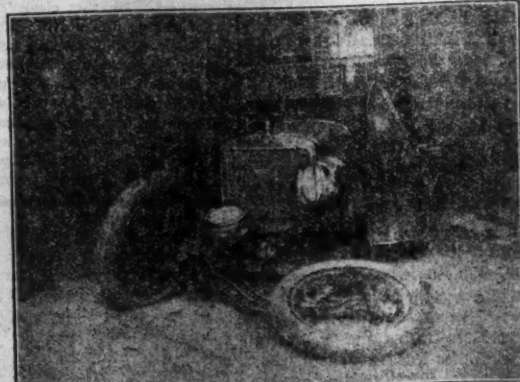
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WEATHER

The double depression will probably be followed by a north-west gale on the Gulf of Pechili and the north of the Yellow Sea. Fresh monsoon in the Formosa Channel.

SHANGHAI, JUNE 28, 1916

IMPARTIAL AND PROGRESSIVE

War with Mexico?

SENATOR Stone, Chairman of the United States Senate Committee on Foreign Relations, expresses the opinion that war with Mexico is virtually certain. Mr. Stone is a Democrat. Mr. James R. Mann, Republican leader in the House, says that a state of war in Northern Mexico already exists.

Meanwhile Carranza apparently has been brought sharply to his senses by accumulating evidence that the large stock of patience of which the United States was possessed is exhausted. He is said to be willing to accept the mediation of the A.B.C. countries to which the American Secretary of State replies that there is nothing to mediate.

Carranza's attempt to administer the affairs of Mexico has failed. He has been unable to suppress Villa and his fellow bandits who have over-run Northern Mexico and even invaded a neighboring, friendly country—the United States—and more recently he has not been in control even of his own troops, for the evidence is that the attack made upon the American cavalry at Carrizal was a treacherous one, made by Carranzistas who were supposed to be co-operating with Gen. Pershing's forces.

Another interesting phase of the situation involves the activities of the representatives of the Allies and Central Powers in the City of Mexico. The Allies' ministers are bending their efforts towards inducing Carranza to avoid war with the United States, while Germany is said to desire a rupture between the two countries. The Allies are dependent to a considerable extent on the United States, not only for actual munitions of war but for supplies of all kinds and they foresee, in the event of this new war, some interruption of the present steady flow of these necessities. Already there are rumors that the crisis has made itself felt in this connection.

Still another phase of the matter is that war now would come at a time when the Presidential campaign is opening and would exert an influence on the result. It is not probable that the citizens of the United States would vote a new administration into office during the course of a war with Mexico. In some quarters the belief is expressed that the campaign in Mexico would be arduous and protracted but better informed opinion is that it would be of short duration.

As to the presidential campaign there is evidence of a strong movement to unite the German-American vote for the Republican candidate, Mr. Hughes, but the latest American newspapers indicate that the German-Americans themselves are divided. Henry Morgenthau, the famous lawyer, banker and philanthropist, for instance, was born in Germany and will be one of the leaders of President Wilson's campaign committee. He only recently returned from Europe, where formerly he was Minister to Turkey. In an interview given out during the last week in May he said:

"No Republican will be elected this year. Wilson will be nominated and elected, and he will be the best President this country can select in this crisis. He is the best posted of any of the candidates on the conditions and wishes of all the nations, expressed and unexpressed. He will lead the country cautiously and with deliberation."

"President Wilson is regarded in Europe as a man of unshakable resolution. He is spoken of in those quarters where respect is of the highest importance as a principal factor in the international situation. He has kept out of the war and at the same time retained the admiration of all those powerful influences which recognize that he has not deviated a hair's breadth from his original policy with regard to the position of the United States. His victories have been those of a man of peace, but they have made a tremendous dent in the armor of war."

"When the people realize, as they are going to realize, that the quiet resolution and absolute justice of Woodrow Wilson have kept the country in the advantageous position occupied today, I do not think there will be much doubt

William H. Taft On The Presidency

The Presidency: Its Duties, Its Powers, Its Opportunities, and Its Limitations. Three lectures by William Howard Taft, University of Virginia, Barbour Page Foundation. New York: Charles Scribner's Sons, 1916. \$1.

Our Chief Magistrate and his Powers. By William Howard Taft, twenty-seventh President of the United States. Columbia University Lectures. New York: Columbia University Press, 1916.

Mrs. Thomas Nelson Page, in 1907, gave to the University of Virginia an endowment the income of which was to secure annually not less than three lectures from "a specialist in some branch of literature, science, or art," and she made it a condition that "the lecturer present in the series of lectures should be a specialist."

The specialist chosen for 1916 was Mr. Taft, and his subject was the Presidency. Whether this was regarded as "science" or "art" does not clearly appear. Mr. Taft treated it as both, reviewing the more important generalizations as to the origin, aim, and scope of the Presidency in scientific spirit, and indulging in some candid indiscretions disclosing to what degree the exercise of its functions is an art, and a very delicate and difficult art at that. Nor did he neglect to introduce aspects of the subject that may justly be described as fresh.

The lectures are published in a handy volume of some 150 pages, and the more readers it finds in the next six months the sounder will be public opinion as to the issue to be determined in November. It is to be remarked at the outset that the style of these lectures is exceptionally happy, even for Mr. Taft. It is singularly lucid and direct, and marked when the occasion solicits by a view of not unkindly but pungent humor. For the most part it suggests the Judge, and one cannot help feeling the sacrifice involved when this just and clear-headed man was diverted from the Supreme Bench, which was his natural destination, to the performance of executive functions.

Mr. Taft devotes special attention to the powers and duties of the President as to legislation. He regards the Constitution as imposing great responsibility in this direction, first in directing the President to keep Congress informed as to the state of the Union, and second, in clothing him in the veto with explicit power as to legislation equivalent to that of one-third of the total membership of both houses of Congress. In the exercise of these functions the President is the direct representative of the people and the only official chosen by the people as a body. As such representative he is entitled and bound to consider, not merely the constitutionality of measures submitted to him, as held by some Senators, but their expediency in a high sense. In the same spirit Mr. Taft advocates

of the outcome. Wherever I have been there is overwhelming confidence in President Wilson."

Added to this, is the general knowledge of the American people that the President has been actuated in his negotiations with Mexico by the loftiest motives and that if he has erred at all it has been on the side of humanity, forbearance and toleration, and because of his belief that the people of Mexico should be given every chance to settle their own affairs without alien interference. The murderous raids into American territory, the utter failure of Carranza to restore peace and order, and now the apparently treacherous attack on American troops have served to put a different face on the matter and to make a change of policy desirable.

The Closing Ring

(New York Times)

THE iron band which Germany burst by slaying Serbia and cutting a corridor across the Balkan peninsula into Turkey has been drawing together in Asia Minor. The ends are now so close that it has been possible for a band of Cossacks to ride across the opening—that is, to spring from the Russians' end of the closing ring, which is on the Turco-Persian border, to the end of the British hold on the Tigris River, twenty miles south of Kut-el-Amara. It was a romantic incident, that leap of the Cossacks. General Lake, commander of the British forces in Mesopotamia, could not report it without adjectives. A force of Russian cavalry had joined the British forces on the Tigris, he said, "after a bold and adventurous ride."

The achievement is of no military importance, perhaps; cavalry is indispensable to Russian operations to the mountainous north, but of doubtful present value to the British, who are conducting trench warfare in a low, marshy country. It is extremely unlikely that the Russian cavalry force was supported at all.

The way by which it must have come is rough and very difficult and hardly suited to the movement of

a change, which he considers quite within the powers of Congress, in the intercourse of the Executive and the Legislature.

"Congress," he says, "might well provide that heads of departments, members of the President's Cabinet, should be given access to the floor of each house to introduce measures, to advocate their passage, to answer questions, and to enter into debate as if they were members." "It would give the Executive what he ought to have—some initiative in legislation and an opportunity for the presence of competent representatives who could keep each house advised of facts as to existing legislation and to what is actually doing in the Government, which it seems impossible for Congress easily to learn either through the investigation of committees or by formal request for papers and information."

Such a change undoubtedly would be in the direction of simplification and co-ordination of the functions of the Government. It would tend to reduce the "truck and dock" which often debases and confuses Government action. It would tend to give to the President, as the leader of the Government, more influence of the right sort and much closer accountability. "Light," says Emerson, "is your best policeman," and light is sorely needed in Washington.

Another change in the same direction is urged by Mr. Taft. It is to abolish the requirement of "the advice and consent of the Senate" to all appointments except the judiciary, the diplomatic representatives, general officers of the army and navy, and the Secretaries and Under Secretaries of departments. He would then have all the remainder brought under the merit system—Postmasters, Customs and Internal Revenue Collectors and their subordinates. He is convinced that such a system would save an amount equivalent to the salaries of all officers now requiring Senatorial confirmation. It would give far better service. Above all, it would free the President of harassing occupation, which at best is wasteful of energy and often is demoralizing.

Mr. Taft takes a broad view of the powers and obligations of the President in the conduct of international relations and also in the functions of Commander in Chief. He recites concisely the efforts he made to secure general treaties for the prevention of war, and has no difficulty in exposing the weakness of the position of the Senate and its action causing the defeat of those efforts. But the ex-President is merciless in his treatment of Mr. Roosevelt's claim that the President is authorized to do anything and everything he thinks for the general welfare if it be not explicitly forbidden by the Constitution. This, of course, (Continued on Page 7)

guns, ammunition trains, and large troop bodies. It was probably intended to be what it seems, an imaginative, impulsive performance, inspired as much by the Russian love of color, poetry, and picturesqueness in war as by the desire to produce a political effect. In England the news was received with joyous emotions.

In France already Russians had struck hands with their allies, but this was the first physical union of Russian and British forces in this war. In France, Russian troops marching through the villages were preceded by children, strewing the ground with flowers. One would give a lot to know how the "bold and adventurous riders," appearing so unexpectedly, were received by the British soldiers on the Tigris River.

Russia's part in the war seems to be steadily growing. She will now have put troops into every important theater of fighting. She will be in at any decision on the western front. She is holding the whole long eastern front alone, because that is her own. And now Bagdad, which the British failed to take, is more likely to fall into Russian than into English hands, unless, however, a joint attack should become feasible.

What seems more probable is that the Russians will force upon the Turks a battle for possession of Mesopotamia at a point somewhere north of the Holy City. The British are to the south of it. If the Turks should lose, that would not be until they had already lost control of the Aleppo-Mosul-Bagdad highway, now their principal line of communication, and then their only escape would be to retreat in a due westerly direction, across the great Syrian waste through Palmyra to Damascus.

When again the iron band meets, if it does, it will meet on the plains of Mesopotamia, which was the first of all places in the sun, and inside the ring will be not only Germany and Austria-Hungary, as at first, but all of their allies besides. There being no way to see out, the Kaiser's dream of an overland route to India, via Vienna, Constantinople, and Bagdad, will become purely subjective again. But none of this is likely to happen without a desperate struggle.

'Looping The Loop' Over London My Flight in a British Army Aeroplane

By Jane Anderson

(The Well-Known American Writer)
London.

In a British military aeroplane painted black and designed for pursuing Zeppelins at night I flew across London yesterday, and at a height of 7,000ft. looped the loop over Hyde Park.

It was through the courtesy of the War Office that I was permitted to make this flight, to start from one of Britain's finest aerodromes and see, spread in a clear, colored panorama a mile and a half below me, the houses and streets of the greatest city in the world.

I am the first woman to make a flight across London in one of His Majesty's war machines, in a biplane designed and built by the Royal Aircraft Factory. I need no further assurance of the confidence placed in this plane. It is sufficient that the Royal Flying Corps should have elected to send a woman passenger in her across London.

In the great field from which I started the turf was broken by patches of black mud and the grass was beaten down by the heavy rain of the morning. On the wooden runway, with her wheels blocked and her black planes silhouetted against the sky, a biplane was waiting. She was constructed for the greatest possible stability, strength, and endurance. But it was not her great black wings, not her black compact fuselage which set her apart for the purposes of war. It was a little emblem painted in pure white on her under-side. The lines of it were clean and broad. It was a death's-head—skull and crossbones. It was a bit startling, this. In five minutes I was to be sitting staring up at this pleasant symbol.

Then I climbed aboard and was strapped in. The observer's seat, where I sat, was wide, and the fuselage formed my arm rests. There was plenty of foot space. Captain X, who was my pilot, got into his seat behind me. To my right, almost above me, the death's-head looked on. We circled the field, headed into the wind, and were off. When we left the ground, we left it. It was good climbing. It was good and stiff. The black nose of the biplane pointed straight to the sun. I saw, swiftly, visions of a stalled motor, of a rapid, backward slide, of a great many things. But this was because I did not know my pilot, because I didn't know the true quality of our engine. She pulled us up toward the white bank of cloud high above the sheds. Then, after a slow, circular climb, Captain X headed her toward London. . . . I had come up 6,000ft. above a little village on the outskirts of London.

Climbing Not Felt

I looked down and saw only a great checkerboard of green and white—white roads and green fields.

In the swift, upward climbing there was no sense of rising. I was filled with a sense of security, and when I had come into a bank of cloud this feeling mysteriously increased. There was an extraordinary impression of solidity, of substance, after journeying through the clear air. The mist in front of me cleared, and I looked down. Below me I saw the roofs and grey streets of a city. In the distance a little grey disc, faintly outlined. This was St. Paul's. I was flying above the City of London.

I thought for a moment that it was not true. That I—because of one man who was piloting me through certain uncharted spaces above the world—was not leaning over a little rim of painted iron and staring down at the greatest of all cities. That those fine lines of purple which we saw were not houses in which people lived, houses in which people worked, houses where men and women fulfilled the appointed round of small incidents which make up the story of the world. That in those small houses there were people who were fighting a great war. That there was tragedy and suffering and hope and courage and faith—down there.

As far as I could see, on every side of me were roofs—more and more roofs of houses. I do not think that ever before I had understood the meaning of a city, of this tremendous focussing of labor, of intention, of design.

I watched the edge of the plane passing over London, as if it were pushing back, evenly, street after street and row after row of grey buildings. In the clear daylight I could distinguish no individual house, no block of houses, no streets, no avenues. Certainly darkness would not have helped me. I understood why the raids of the enemy had met with such meager success. And I knew that, however much energy and effort might be expended upon it, no vital destruction would ever repay it. The immensity of London was its own armor.

At this moment Captain X saw a cloud not too far above us, and started climbing again. I am not sure just how much that one particular cloud had to do with our sudden new ascent, but we went up there just 7,000ft. above the heart of London, and, although it was not at all what I had expected to do, we jumped that cloud.

was just before us, small, round, opaque, my pilot throttled his motor. We dropped. We dropped precipitately. It was rather a sensation, this sliding off towards earth. And I missed the pleasant loud roar of the engine. We were diving a bit fast.

Then Captain X threw on the motor to full speed and brought her back to an even keel. Then we sailed up and hurried the cloud. It was very well done. It was a good, clean lift. We did not even so much as touch the smooth white edge of that cloud.

'Want to Loop the Loop?'

After this we seemed to gather speed, for reasons unexplained. That is, when I put my hand out the wind drove harder against it, forcing it back. Below, suddenly, a big strip of green appeared in the middle of London. With that curious loss of a sense of distance and of motion which is legitimate enough in flying, I did not know what this green square was. But Captain X explained. First he hammered on the iron casing of the fuselage. I turned round. He made a quick gesture, reaching out towards me. I didn't know what he wanted. Then I saw that the captain was handing me a scrap of white paper, folded, about the size of a stamp. Written in pencil were two sentences:

"We are over Hyde Park. Would you like to loop over London?"

I turned around so that I could see him and nodded. Would I like to loop over London? Did I want to loop over London in one of the finest of England's warplanes; did I want to loop over Hyde Park at a height of 7,000ft.?

Yes, I did. The machine plunged, heading toward the earth. The motor was running full blast. The world rushed up to meet us. Then the world rushed away again. I found myself staring at the nose of the machine, which was straight above. Her piston rods, a row of them on either side, were dancing up and down briskly. I saw them, and I saw the roof of the sky—yet I had not moved. I was still sitting staring straight ahead. Only I was staring at the sky instead of at the earth. Everything was moving. Hyde Park wasn't where it ought to have been. The sky was not right. The nose of the machine was over my head. The planes were gone. All wrong. Then a slice of earth dislodged itself and, making circles, stood on end. And another section of the earth, rushed into it. I saw this myself. There were some trees mixed up in it. I don't know when this was. But I saw it all.

How did I feel? I felt nothing. It was not my affair if the world was determined upon separating itself into portions and colliding. I was in some new world where blue immensity had substance, where men, in machines of their own making, set themselves in defiance of all laws of space and time and proportion. In my arms, and in the tips of my fingers, the blood was hammering. I had an impression that this was happening to somebody else. The roar of the engine deafened me; I wondered why it made so much noise. A lot of tubes and cylinders and bolts and things. And London breaking up in bits and whirling off into space.

Then the nose of the machine came down in front of me, where it should have been. And the iron strip on it was shaking again, and the two thin cables on my left were vibrating pleasantly. I looked over and assured myself that Hyde Park was down below. It was. I liked the world. So I'd looped the loop in a British biplane. I had plunged full speed toward the earth; I had come straight up again toward the sky; then I'd described a full circle against the grey roof of the universe. It was done.

I turned and saw the captain leaning out over his wind-shield. He was smiling. Smiling and fumbling with his goggles. Something, it seemed, had gone wrong with them. So far as I could see, this was the only mark of our having been upside down. And it was set right straightaway.

For immediately we started turning. The captain banked her very prettily and I saw the little paths of Hyde Park between the planes. Somehow it gave them a wonderful perspective, this looking down the full length of the black wings.

And so we came back, over houses and white streets, toward the aerodrome. We dropped down, spiraling. It was a double spiral Captain X made, and a particularly beautiful one. Certainly the choice of my pilot had been a good one. And certainly our landing, like our flight, was full evidence of the superb construction of His Majesty's war biplane.

Plain on the Face of It

There entered a store in Mobile a darky who, after making a purchase, tendered in payment a dollar piece that had a suspicious ring.

"Look here!" exclaimed the storekeeper, "you're tryin' to work off on me one of them false coins the counterfeiter have just been arrested for making."

"That ain't possible," said the darky, with the utmost conviction. "Iest have a look at dat dollar. It's dated 1862. If it was counterfeited, shorely de banks would have found it out long befo' dis!"

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95	Favoritos Conde de Guell	25	8.00
96	Vegueros Especiales	25	8.00
97	Favoritos Conde de Sert	25	8.25
98	Vegueros Chicos	25	5.00
99	Favoritos J. Dolres	25	4.50
100	Espesiales Isabela	50	4.50
101	Agullas	25	4.00
102	Favoritos Conde de Gamazo	25	3.75
103	Espesiales Tabacalera	25	3.00
104	Senadores	25	3.00
105	Ideales	25	2.75
106	Perfectos	25	2.00
107	Perfectos Especiales	25	2.50
108	Conchas Especiales	50	1.75
109	Reina Victoria N. P. U.	100	6.00
110	" "	50	3.00
111	Nuevo Cortado	100	2.50

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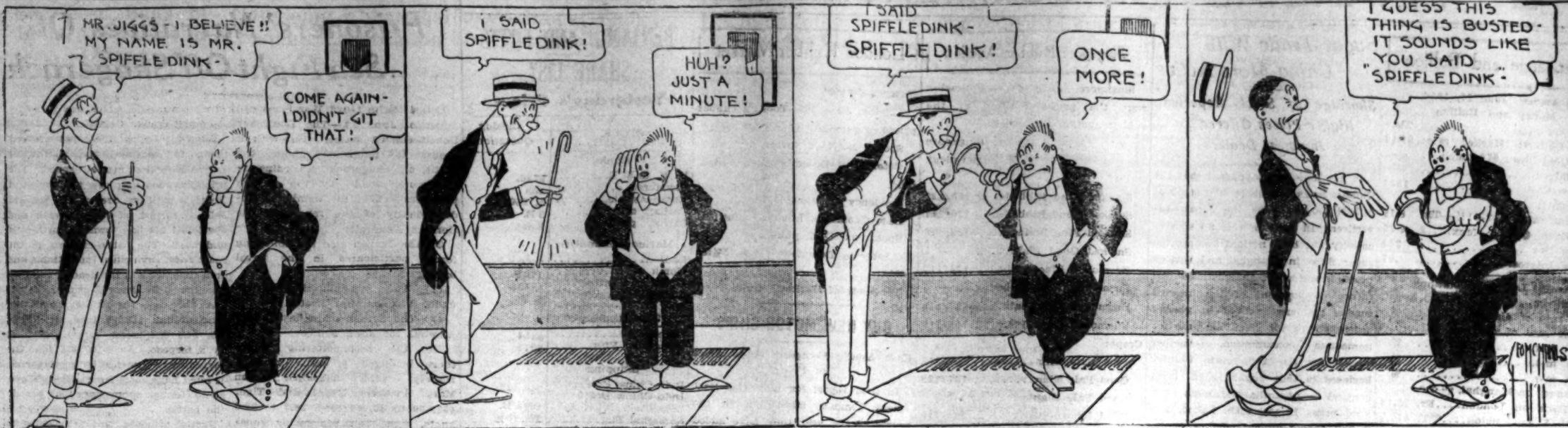
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By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the
Leisure Hour

Fashion Hints For Modish Women

Smart walking hats are made in sailor shape of taffeta, trimmed with straw or ribbon.

White for Summer
Almost every Summer white proves its worth as the most popular Summer color. This year, like all others, is to be a white one. There will be frocks of white taffeta, white organdie, white voile, and white in every other fashionable fabric.

Still the Coat Suit
American women love the coat suit. Since its first appearance years ago as the original "tailor made", it has always found a welcome home in the American woman's wardrobe. And be it said in passing, nothing more generally looks smart and neat, serviceable and suitable, than does this same coat suit. The Summer models are attractive, and smart women are still to be seen in tailored coat suits in the morning hours and early afternoon.

Carnations
A new flower, at least new in its perfection, for hats is the carnation. There are carnations in their fidelity to the original.

Questions Answered
Earthquake Regions
W. N. H.—The most shaken countries of the world are Italy, Japan, the Pacific slope of South America, Java, Sicily and Asia Minor. The lands most free from earthquakes are Russia, Canada, Scandinavia and Africa. The United States and Australia are, to a large extent, unshaken by earthquakes, save on the Pacific (in United States) and in a few localities in the Island Continent.

Most Popular Book
H. L. P.—We would venture the statement that the most popular book in the world is still the Bible. Leaving the Bible out, Bunyan's "Pilgrim's Progress" is in all likelihood read by a greater number of people, old and young, than any other book.

Honorable Discharge
M. J. L.—If you are a deserter from the United States Army, or Navy, it is our opinion that you would have a rather hard time trying to get an honorable discharge. The Government is not in the habit of giving such discharges to men who desert the ranks.

Proto Rico
T. C. J.—The United States flag was raised over Porto Rico, in token of formal possession, on October 18, 1898. The distance from San Juan to New York is 1,411 miles. The climate of Porto Rico is one of the finest in the world.

Illiteracy in United States
D. E.—The percentage of illiteracy in the United States, taking the

whole country together, is about 10 per cent. It is steadily decreasing and bids fair before very long to compare favorably with any country. Most of the illiteracy is due to immigration.

Marriage Licenses
Dispute.—Marriage licenses are required in all the States, except South Carolina. California requires man and woman to appear and be questioned under oath, or submit affidavit.

Charles Chaplin
S. T.—Mr. Charles Chaplin is an Englishman by birth and blood.

William H. Taft
On The Presidency
(Continued from Page 6)

is almost unlimited despotism outside the specific prohibitions of the Constitution. It makes the judgment and will of one man the supreme law in a very wide field of action, Mr. Taft has also a view quite different from that of Mr. Roosevelt as to the duty of a citizen—even one who has been President—toward the Chief Executive.

"He [the President] is doing the best he can. And while we may differ with him in judgment, while we may think that he does not bring the greatest foresight to his task, that he may select poor instruments for his assistants, we must remember that he is the head of the Government, that he represents our nationality and our country, and that it is our duty as citizens and patriots to give him credit for a high sense of duty and a conscientious discharge of it. High ideals and disciplined intelligence, such as a great university like this inspires, impose on us a special responsibility as gentlemen and Americans to conduct ourselves as friends of constituted authority, as supporters of those on whom the people have conferred leadership, and as respecters of their learning, experience, and high patriotic purpose."

The subject treated by Professor Taft in the lectures before the University of Virginia was also treated in lectures before Columbia University the next year. These are published by the Columbia University Press. The substance of the two volumes is very much the same, but the second is somewhat more full, and is enlivened by a certain number of illustrations from personal experience. For example:

Mr. Roosevelt divides the Presidents into two classes and designates them as "Lincoln Presidents" and "Buchanan Presidents." In order more fully to illustrate his division of Presidents on their merits, he places himself in the Lincoln class of Presidents and me in the Buchanan class. The identification of Mr. Roosevelt with Mr. Lincoln might otherwise have escaped notice, because there are many differences between the two, presumably superficial, which would give the impartial student of history a different impression. It suggests a story which a friend of mine told of his daughter Mary. As he came walking home after a busy day, she ran out of the house to greet him. She said: "Papa, I am the best scholar in the class." The father's heart throbbed with pleasure as he inquired, "Why, Mary, you surprise me. When did the teacher tell you, this afternoon?" "Oh, no," Mary's reply was, "the teacher didn't tell me—I just noticed it myself."

Historical Facts Never Before Published

King Alfred the great never had a moustache.

Captain Kidd never destroyed a cathedral.

Sir Walter Raleigh never got any coupons with his tobacco.

Thomas Jefferson would not use a typewriter.

Although the Amazon river has been running for thousands of years it has never got anywhere.

Old Israel Putnam didn't know a hand grenade from a barbed wire entanglement.

Demon and Pythias were friendly every day, although Damon knew nothing about the (K) rights of Pythias.

The Green mountains are just as white in winter and the White mountains are just as green in summer as they were a thousand years ago.

The Pacific Ocean looks practically the same as it did on the morning Balboa discovered it.

Lucretia Borgia did not belong to the Purity League.

No one can remember when the Rocky Mountains were not where they are now.

Cleopatra was never seen wearing spats.

Americans can proudly state that among the jewels and other valuables Queen Isabella hooked to enable

Columbus to discover this country there was no wrist watch.

Before clocks were invented the sun rose in the east and set in the west.

For some unaccountable reason Virginia was named after Queen Elizabeth.



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D. E.—The percentage of illiteracy in the United States, taking the

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 27, 1916.	
Money and Bullion	Tls.
Mex. Dollars: Market rate	27.10
5% Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1932
Sovereigns:	
buying rate, @ 2-11 1/2	6.76
Exch. @ 72.3—Mex.	9.35
Peking Bar	343
Native Interest	.07

Latest London Quotations	
Bar Silver	31 1/2 d.
Bank rate of discount	5%
Market rate of discount	—
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	—
Ex. Paris on London, Fr. 28.16	—
Ex. N. Y. on London, T.T. 47 1/2	—
Consols	f

Exchange Closing Quotations	
London	T.T. 2-11 1/2
London	Demand 2-11 1/2
India	T.T. 219 1/2
Paris	T.T. 414
Paris	Demand 414 1/2
New York	T.T. 70 1/2
New York	Demand 70 1/2
Hongkong	T.T. 71 1/2
Japan	T.T. 72
Batavia	T.T. 163 1/2

Banks' Buying Rates	
London	4 m-s. Cds. 3-0 1/2
London	4 m-s. Docy. 3-0 1/2
London	6 m-s. Cds. 3-0 1/2
London	6 m-s. Docy. 3-0 1/2
Paris	4 m-s. Cds. 430
New York	4 m-s. 430

CUSTOMS HOUSE RATES OF EXCHANGE FOR JUNE	
1-Hk. Tls.	6.02
1-Hk. Tls.	4.68
1-Hk. Tls.	3.84
1-Hk. Tls.	3.57
1-Hk. Tls.	1.56
1-Hk. Tls.	2.47
1-Hk. Tls.	2.46
1-Hk. Tls.	1.50
1-Hk. Tls.	1.50
1-Hk. Tls.	1.50

Chinese Exchange Rates

Rates of Exchange	
Bank of China	(Shanghai Branch)
Mexican Dollars	72.135
Chinese Dollars	72.0875
On Peking Demand	105
On Tientsin Demand	105 1/2
On Newchwang Demand	80 1/2
On Hankow Demand	103 1/2
On Chungking Demand	116 1/2
On Nanchang Demand	73 1/2
On Fochow Demand	95 1/2
On Amoy Demand	71 1/2
On Swatow Demand	—
On Canton Demand, payable in small (Silver) Coins	—
On Canton Demand, payable in Notes of Bank of China, Canton	—
On Canton Demand, payable in Canton 997 Tals.	—
May 12, 1916.	—

Stock Exchange

Transactions	
Shanghai, June 27, 1916.	
TOYATA'S QUOTATIONS	
Official	
Langkats Tls. 26.25	
Langkats Tls. 26.50	
Anglo-Javas Tls. 10.60	
Kota Bahros Tls. 11.70	
Kota Bahros Tls. 11.65	
Kroewoks Tls. 19.00	
Kalings "B" Tls. 11.60	
Senawangs Tls. 17.25	
Ziangbes Tls. 6.25	
Direct Business Reported	
S. M. C. debs. 6 1/2 1916 Tls. 100.00	
Bukits Tls. 5.50	
Kapalas Tls. 1.10	
Kroewoks Tls. 19.00	
Shanghai-Pahangs Tls. 1.87 1/2	

Sharebrokers' Association

Transactions	
Shanghai, June 27, 1916.	
BUSINESS DONE	
Official	
Anglo-Javas Tls. 10.70 June	
Anglo-Javas Tls. 10.50 June	
Langkats Tls. 26.50 June	
Tebongs Tls. 3.70 cash	
Cheongs Tls. 3.70 cash	
Tebongs Tls. 27.00 July	
Direct	
Langkats Tls. 26.75 cash	
Langkats Tls. 26.50 cash	
Anglo-Javas Tls. 10.50 June	
Anglo-Javas Tls. 10.75 July	
Consolidated Tls. 3.55 cash	
Kotas Tls. 11.60 cash	
Ziangbes Tls. 6.00 cash	

"BICKERTON'S"

Established 20 years.
100, Bubbly Well Road. Seven minutes from Bund by tram. Strictly first-class shop at 400 yds. Strictly first-class engine under the personal supervision of the proprietress. 60 rooms, separate bath, with hot and cold water, electric light. Tel. W. 1271.

Sugar Trade With China More Active

Shortage of Stock Reported; Higher Prices Offered To Japanese Dealers

It has long been apparent that the Chinese market is short of a stock of refined sugar, says the Japan Advertiser. In spite of this no sign of activity has been noticed because the sugar firms in Shanghai and various places in China are anxious about the future development of the internal conflict and are reserved in placing orders except for small amounts for immediate consumption. Another reason for the dullness in Chinese business is that sugar is in brisk demand in Australia and India at a good price, 11 yen f.o.b. Takao, and it will hardly afford them to export refined sugar to China at a much cheaper price. But the demise of Yuan Shih-kai has removed the possible cause of internal trouble and the merchants there are now relieved of their anxiety somewhat with the result that the business has become active. The sugar merchants, already feeling some inconvenience because of the shortage of stock, are offering about 50 sen higher prices and the exporters here are also ready to take Chinese orders now. Thus the situation has been changed entirely in the last few days. It is reported that the contracts for about 50,000 bales have been signed for export to China, of which the Nippon Sugar Refinery Company's lot of 300 bales is said to be at 12 yen per bale. This price is the highest point reached since last summer and it is expected that a new record price will be quoted this summer, as the prospects are all the stronger.

NEW CANAL OPENED

Marseilles-River Rhone Project a Big Achievement

The canal under the mountain between Marseilles and the River Rhone, constituting one of the most notable engineering achievements of modern times, was officially opened on May 7, says the N.Y. Maritime Register. Hitherto Marseilles, although a great port of entry for the Mediterranean, has been walled in from central France by a mountainous ridge that sweeps entirely around the northern side of the city. The canal is chiefly remarkable in that it pierces this mountainous barrier, the waterway running for five miles in a tunnel under a mountain. It will give Marseilles a direct water connection with Havre and the North Sea and form a part of a canal system connecting centers of France's productive resources in oil, coal and iron. The actual work on the canal was begun 1904. The total length of the canal is sixty miles, and the five-mile section under the mountain is seventy-five feet wide and seventy feet high, constituting what is declared to be the largest tunnel interior in the world. Barges and vessels up to 600 tons can navigate the tunnel and the canal, which like the Kiel Canal, it is believed, will have strategic value in permitting the movement of destroyers and small war craft between the Mediterranean and the North Sea. The cost of the work has been about 100,000,000 francs, of which Marseilles pays one-third and the Government the remainder.

U. K. COTTON MARKET

London, June 26.—Today's cotton prices were:—
Mid-American Spot 8.26d.
July-August 7.93d.
October-November 7.81d.

The China Mutual Life Insurance Company, Ltd.

has already paid more than
10 1/2 Millions of Taels
to its policyholders, and the Company's books showed over
31 1/2 Millions of Taels
Assurances in force on March 31st, 1915, when the total Assets stood at more than
9 1/2 Millions of Taels
Whole Life, Endowment, Educational and Annuity Policies issued at current rates.

Head Office—SHANGHAI

Branch Offices throughout Asia

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Singapore Rubber Auction

Singapore, June 16.—Following were the prices realised at the rubber auction this week:—

Sheet:	
Smoked Fine Ribbed	@ 129/121
Smoked Good Ribbed	120/117
Smoked Fine Plain	123/118
Smoked Good Plain	—
Unsmoked Fine Ribbed	124/117
Unsmoked Good Ribbed	—
Unsmoked Fine Plain	127/116
Unsmoked Good Plain	115/113

Crope:	
Fine Pale Thin	130/128
Good Pale Thin	127/122
Good Pale Blanket	126
Good Brown Blanket	124/118
Fine Brown	125/120
Good Brown	119/110
Good Dark	110/98
Barky	102/70
Scrap:	
Virgin and Pressed	106/75
Loose	80/67
Sheet: Cupwashing	110/90
London quotations:	
Fine Pale Crepe	s. d.
Fine Ribbed Smoked Sheet	2 5/4
Catalogued for Sale	Pels. 7.730
Sold	5.093

At the start of our auction yesterday morning one of the buyers took a strong lead through which prices of 1130 and 1129 were paid for fine pale Crepe and fine ribbed smoked Sheet. After a short while he left the initiative with the other buyers with the result that prices went down in level with home quotations. The average prices of the day for standard grades were 1129 for Crepe and 1124 for Sheet. The competition all round was poor except for fine pale Crepe and unsmoked Sheet, for which there was even a rush at times. There was a poor demand for lower grades, and it was possible for the sellers to get a bid at all. In comparison with the limits for standard grades, the above prices paid for plain smoked and unsmoked Sheet are very high, and yet a number of lots of these grades were withdrawn on account of high limits. Medium Crepes sold fairly well at prices as above.

The auction was continued this morning, a few lots being left to dispose of. Prices all round were a few points lower than yesterday afternoon. Banks' buying rate on London 3 m/s 2 1/4%.
Banks' buying rate on New York demand 2 1/4%.
(Meyer and Measor).

HIGH PRICES FOR WOOL

Brisk Bidding at Auction held in Sydney

According to a telegraphic report received by a Japanese firm connected with the wool business, an auction sale of wool in Sydney was opened for three days from Monday to Wednesday, June 12 to 15. The quotations were extremely high because the buyers on behalf of the British and French firms were active and combining wool changed hands at between 40d. and 43d. No Japanese broker attempted to purchase any substantial amount except Messrs. Kamekatsu and Co., which bought only 45 bales. The auction sale in Brisbane was to have been held Thursday and Friday last week, but nothing definite has yet been reported. According to another report received on Friday, there are indications that the Government of the Commonwealth is about to prohibit the export of wool except to England. But the embargo, even if it is enforced now, will make no difference with the Japanese buyers, for the present high price is almost prohibitive, as far as the import into Japan is concerned. But as it is generally believed that the wool market will be somewhat eased after September, when the new wool will be put on the market, it is hoped here that the embargo, if enforced, will not last until that date.

The Cathay Trust, Ltd.

Paid-up Capital £220,899

LOANS, AT LOW RATES OF

INTEREST, GRANTED ON

APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.

Secretaries and General Managers,

10 Canton Road, Shanghai.

London Rubber Market

Reuter's Service.

London, June 26.—Today's rubber prices were:—

Spot: 2s. 4 1/4 d. paid.
October to December: 2s. 5 1/4 d. paid.

Tendency of Market: Steady.

Last Quotation, London, June 24: Spot: 2s. 4 1/4 d. paid.

October to December: 2s. 5 1/4 d. paid.

Tendency of Market: Quiet.

BUY NEW MOTOR SHIPS

East Asiatic Company Adds Fleet of Five

In their report for 1915 the East Asiatic Company state that in the course of the year they have added to their fleet five new motor-ships of a total tonnage of 47,424. The company have not been disappointed in the expectations they had from this type of ship, and in the future they will practically use motor-ships only, on their regular lines. They have now ordered twenty twin screw motor-ships from Burmeister and Wain, of Copenhagen, to have a total tonnage of 23,000 tons. In twelve of these cold storage rooms are to be installed, so that they can be used for the transport of food. The smaller vessels of 700 tons are also being built for the company by other shipbuilding yards in Denmark. In the course of the year the company has participated in the inauguration of two new companies—the Orient Steamship Company and the Baltic Insurance Company. They have further participated in the extension of Schoenling and Arve, a rubber manufacturing company, for which they bought a small rubber plantation near Mount Austin. At the present rate of depreciation the value of the fleet will be written off in 15 years.

G. N. TELEGRAPH MEETING

At the general meeting of the Great Northern Telegraph Company, held on May 6 at Copenhagen, the board proposed the same dividend as last year, 22 per cent. (including 5 per cent. already paid); 2,500,000 kr. to be added to the reserve fund, which, on account of losses on exchange, has to be written down to the extent of 4,200,000 kr.; 500,000 kr. to be added to the renewal fund, 500,000 kr. to the pension fund, and 1,500,000 kr. reserved for war taxation. Shares in the Great Northern Telegraph now infrequently change hands on the Copenhagen Stock Exchange, which hardly ever happened before the war.

BALANCE JAPAN'S MOTIVES

Society Lists Influences For And Against War With America

New York, May 26.—The Japan Society of New York made public a bulletin yesterday in which it gave eleven reasons against war between the United States and Japan, and eleven reasons tending toward such a conflict. The eleven reasons against war are:

1. The United States is Japan's best customer, more than a third of Japan's exports coming to this country.
2. Limited national resources and great public debt of Japan.
3. The overwhelming resources and great population of the United States.
4. The 4,500 miles of intervening ocean.
5. Inadequate and slow transportation; difficulty in obtaining coal and water.
6. Japan's inability to get the financial backing of any European country.
7. Fear of a combination of Powers that would eject Japan from China.
8. Difficulty of landing troops, due to submarines and coast defenses.
9. Would hinder the industrial development of Japan.
10. Fear of alienation of Great Britain, Japan's ally.
11. The fact that Japan depends on the United States for the best grades of cotton used in her important cotton weaving industry.

The eleven pro-war causes follow:

1. National aggrandizement.
 2. California discrimination.
 3. Urgent necessity of land for the increasing Japanese population.
 4. Desire for the Philippines.
 5. Anticipated co-operation of 70,000 alleged trained troops in this country.
 7. To allay unrest and social disturbances at home.
 8. Force of yellow journals.
 9. Race antipathy.
 10. Predominance of military spirit in Japan.
 11. Closing the open door in China.
- Referring to the causes that might produce war, the bulletin says: "No comment is necessary; the absurdity of many of them is apparent."

BENJAMIN AND POTTS

SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. & S. B.	\$750.
Chartered	252
Russo-Asiatic	R. 250.
Cathay, ordy.	2 B.
Cathay, pref.	6 S.
Marine Insurance	
Canton	\$400 S.
North China	170 S.
Union of Canton	\$945
Yangtze	\$250.
Fire Insurance	
China Fire	\$154
Hongkong Fire	\$275.
Shipping	
Indo-China Pref.	Tls. 128
Indo-China Def.	101s. B.
"Shell"	Tls. 15 1/2
Shanghai Tug.	Tls. 50
Koehien	Tls. 19 S.
Mining	
Kalping	Tls. 11 B.
Oriental Cons.	33s. 6d.
Philippine	Tls. 2 S.
Raub	Tls. 2.90 S.
Docks	
Hongkong Dock	\$122 B.
Shanghai Dock	Tls. 75 B.
New Eng. Works	Tls. 9 B.
Wharves	
Shanghai Wharf	Tls. 83 1/2 B.
Hongkong Wharf	\$80 B.
Lands and Hotels	
Anglo-French Land	Tls. 93 B.
China Land	Tls. 50 N.
Shanghai Land	Tls. 92.
Welhaiwei Land	Tls. 3
Central Stores	\$8 1/2 B.
China Realty (ord.)	Tls. 80 B.
China Realty (pref.)	Tls. 52 B.
Cotton Mills	
E-w-o	Tls. 135
E-w-o Pref.	Tls. 105.
International	Tls. 67 1/2 B.
International Pref.	Tls. 76.
Laou-kung-mow	Tls. 65.
Oriental	Tls. 33 1/2 B.
Shanghai Cotton	Tls. 92
Kung Yik	Tls. 14
Yangtzeapo	Tls. 5 B.
Yangtzeapo Pref.	Tls. 106.
Industrials	
Anglo-Java B'y	\$95 N.
Butler Flour	Tls. 23 N.
China Flour Mill	Tls. 6 S.
China Sugar	\$118 S.
Green Island	\$9 1/2 B.
Langkats	Tls. 26 1/2 Sa.
Major Bros	Tls. 5.
Shanghai Sumatra	Tls. 100 B.
Stores	
Hall & Holtz	Tls. 16 B.
Llewellyn	\$60.
Lane, Crawford	\$92.
Moutrie	\$35
Watson	\$6 1/2 S.
Weeks	\$16.85 B.
Rubbers (Local)	
Alma	Tls. 13 1/2
Amherst	Tls. 2 S.
Anglo-Java	Tls. 10.60 B.
Anglo-Dutch	Tls. 5 1/2 B.
Ayer Tawah	Tls. 3 1/2 B.
Batu Anam 1913	Tls. 1.70 S.
Bukit Toh Alang	Tls. 5 1/2 Sa.
Bute	Tls. 1.90
Chemor United	Tls. 1.80 B.
Chempedak	Tls. 13 1/2
Consolidated	Tls. 3 1/2
Dominion	Tls. 12 1/2 B.
Gula Kalumpung	Tls. 9 B.
Java Consolidated	Tls. 20 1/2
Kamunting	Tls. 7 1/2 B.
Kapala	Tls. 1 Sa.
Kapayang	Tls. 20.
Karar	Tls. 15 1/2
Kroewek Java	Tls. 11.85 B.
Padang	Tls. 16 1/2 B.
Pengkalan Durlan	Tls. 11 1/2 B.
Permatas	Tls. 7.
Rapha	Tls. 1 1/2 B.
Samagagas	Tls. 1.05 B.
Seokee	Tls. 7 1/2 B.
Somambu	Tls. 1.85
Senawang	Tls. 17 1/2 B.
Shanghai Kiebang	Tls. 1.20
Shanghai Malay	Tls. 7 1/2 B.
Shai Malay-Pref.	Tls. 15.
Shanghai Pahang	Tls. 1.87 1/2 Sa.
Sungala	Tls. 3
Sungel Durl.	Tls. 12 1/2
Sua Manggis	Tls. 6 S.
S'hai Kelantan	Tls. 1.15
Shanghai Seremban	Tls. 1.15
Talping	Tls. 2 1/2
Tanah Merah	Tls. 9 1/2
Tebong	Tls. 26 1/2 B.
Ulobri	Tls. 2.60
Ziangbe	Tls. 6 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 105 B.
Cully Dairy	Tls. 18
S'hai Elec. and Ash	\$2 N.
Shanghai Trams	Tls. 83 B.
Shanghai Gas	Tls. 23 B.
Horse Bazaar	Tls. 30.
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 85 B.
S'hai Waterworks	Tls. 720 B.
S. Sellers. Sa. Sales. B. Buyers.	

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Telephone No. 398

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch- en Landbouwexploitatie in Langkat: "The output of crude oil for June 26 was 107 tons."

Berlin Publishes British Prisoners' Narratives Of Sea Fight Off Skagerack

(Ostasiatische Lloyd War Service)

Berlin, June 24.—The Deutscher Ueberseesdienst states: Herewith a report is published about the battle off Skagerack, according to statements made by the British prisoners (177 in number), independently of the report of the German Admiralty.

On the British side the following forces participated in the naval battle:

(1) The reconnoitering forces, under Vice-Admiral Beatty.

(2) The British main fleet, under Admiral Sir John Jellicoe.

To the reconnoitering forces there belonged 6 battle cruisers, namely: Lion (flagship), Queen Mary, Princess Royal and Tiger (28,500 to 30,000 tons, 28.3 to 28.5 knots, eight 34.2 centimeter guns) as the first division and Indefatigable (19,050 tons, 26.7 knots, eight 30.5 centimeter guns) and New Zealand (flagship, 19,100 tons, 26.4 knots, eight 30.5 centimeter guns) as the second division. Thus the first division was complete, while of the second division the Australia was missing for reasons kept secret.

Besides, there were, under the command of Vice-Admiral Beatty, 4 or 5 quick battleships of the Queen Elizabeth class (28,000 tons, 25 knots, eight 38.2 centimeter guns) and a large number of small modern cruisers, of which the names of 13 are given by the prisoners unanimously, as well as two torpedo-boat-destroyer flotillas, with about 40 destroyers, amongst which were the most modern types.

The main fleet which participated in the battle was composed of 3 squadrons of battleships, each consisting of six to eight dreadnoughts, one separate squadron of the 3 newest battleships of the Royal Sovereign class (25,200 tons, 21 knots, eight 38.1 centimeter guns) one division of battle-cruisers, consisting of the Invincible, Indefatigable and Indomitable (20,300 tons, 26.1 to 26.6 knots, eight 30.5 centimeter guns) one squadron of six armored cruisers and at least 10 small cruisers and 4 flotillas of 80 to 100 torpedo-boat-destroyers.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 3	10.30	Seattle, Wash.	Sado maru	Jap.	N. Y. K.
"	2 P.M.	San Francisco	China	Am.	C. M. S. N. Co.
"	4 P.M.	Vancouver B.C.	Monteagle	Br.	C. P. O. S.
"	5	Tacoma	Nanking maru	Jap.	N. Y. K.
"	12	New York via Panama	Togooka maru	Jap.	C. P. O. S.
"	14 P.M.	Vancouver B.C.	Empress of Russia	Br.	C. P. O. S.
"	16	Seattle, Wash.	Awa maru	Jap.	N. Y. K.
"	21 P.M.	San Francisco	Tenyo maru	Jap.	N. Y. K.
"	22	Boston & New York	Manchester Castle	Br.	Dodwell
"	24	Seattle, Wash.	Shidzuka maru	Jap.	N. Y. K.
"	25	San Francisco etc.	Bessie Dollar	Am.	C. M. S. N. Co.
"	26	San Francisco etc.	Strathardle	Br.	Dollar Co.

FOR JAPAN PORTS

July 25	8.00	Moji, Kobe	Nellore	Br.	P. & O.
"	10.30	Nagasaki, Moji, Kobe	Kasuga maru	Jap.	N. Y. K.
"	2	Kobe, Yokohama	Omi Maru	Jap.	N. Y. K.
"	4 P.M.	Kobe, Yokohama	Atsuta maru	Jap.	N. Y. K.
"	4 P.M.	Moji, Kobe etc.	Monteagle	Br.	C. P. O. S.
"	7.30	Nagasaki	Poltava	Rus.	R. V. F.
"	14 P.M.	Nagasaki, Kobe etc.	Empress of Russia	Br.	C. P. O. S.
"	18 P.M.	Kobe, Yokohama	Polynesien	Am.	C. M. S. N. Co.
"	21 5.00	Nagasaki, Kobe etc.	Tenyo maru	Jap.	A. T. Co.

FOR EUROPE, INDIA, STRAITS, ETC.

July 3	11.00	London, Marseilles via Cape	Kashima maru	Jap.	N. Y. K.
"	4 P.M.	Marseilles etc.	Andre Lebon	Fr.	Cle M. O.
"	10.30	Marseilles, London via Suez	Nellore	Br.	P. & O.
"	12 D.L.	London via Cape	Priam	Br.	B. & S.
"	16 D.L.	London via Cape	Antiochus	Br.	B. & S.
"	18 9.30	London, etc. via Cape	Mishima maru	Jap.	N. Y. K.
"	19 P.M.	London via Cape	Phenias	Fr.	Cle M. O.
"	23 P.M.	Marseilles via Suez	Atlantique	Fr.	Cle M. O.
"	25 P.M.	London, etc. via Cape	Sawa maru	Jap.	N. Y. K.
"	24 9.30	Marseilles, London via Suez	Nankin	Br.	P. & O.

FOR SOUTHERN PORTS

June 28	D.L.	Swatow, Hongkong, Canton	Kwongkong	Br.	J. M. & Co.
"	28 4.00	Ningpo	Hain Peking	Br.	B. & S.
"	28 7.00	Swatow	Tamsui	Br.	B. & S.
"	28 A.M.	Poochow	Hsien	Chl.	C. M. S. N. Co.
"	29 P.M.	Ningpo, Wenchow	Kwangchi	Chl.	C. M. S. N. Co.
"	29 9.00	Hongkong, Canton	Hsien	Br.	B. & S.
July 1	3.00	Poochow via Ningpo	Antiochus	Br.	B. & S.
"	2	Hongkong, Canton	Sinkiang	Br.	B. & S.
"	4 D.L.	Hongkong, Canton	Luchow	Br.	B. & S.
"	7 2.30	Hongkong	Shidzuka maru	Jap.	N. Y. K.
"	11 9.00	Keelung direct	Joshin maru	Jap.	N. Y. K.
"	19 5.00	Hongkong	Nippon maru	Jap.	A. T. Co.

FOR NORTHERN PORTS

June 28	7.00	Tsingtao, Newchwang	Wuhu	Br.	B. & S.
"	29 10.00	Weihsaiwei, Chefoo, Tientsin	Kingsing	Br.	J. M. & Co.
"	30 A.M.	Tientsin	Hsinning	Chl.	C. M. S. N. Co.
"	30 10.30	Tsingtao and Dainy	Kobe maru	Jap.	S. M. R.
July 1	10.00	Weihsaiwei, Chefoo, Tientsin	Tungchow	Br.	B. & S.
"	11.30	Tientsin, Dainy	Kokoku maru	Jap.	N. K. K.
"	4 3.00	Weihsaiwei, Chefoo, Tientsin	Feastien	Br.	B. & S.
"	4 D.L.	Hsichow, Yochow	Ningpo	Br.	B. & S.
"	6 10.00	Weihsaiwei, Chefoo, Tientsin	Shengkang	Br.	B. & S.
"	7 5.00	Vladivostok	Poltava	Rus.	R. V. F.
"	11 9.00	Tientsin, Dainy	Keelung maru	Jap.	N. K. K.

FOR RIVER PORTS

June 28	M.N.	Hankow, etc.	Kiangyung	Chl.	C. M. S. N. Co.
"	28 M.N.	do	Siangyang maru	Jap.	N. K. K.
"	28 M.N.	do	Tatung	Br.	B. & S.
"	28 M.N.	do	Tafoo maru	Jap.	N. K. K.
"	30 M.N.	do	Luenyi	Br.	B. & S.
"	30 M.N.	do	Tuckwo	Br.	J. M. & Co.
July 1	M.N.	do	Poyang	Br.	B. & S.
"	1 M.N.	do	Nanyang maru	Jap.	N. K. K.
"	3 M.N.	do	Talee maru	Jap.	N. K. K.
"	4 M.N.	do	Tungting	Br.	B. & S.
"	4 M.N.	do	Fengyang maru	Jap.	N. K. K.
"	5 M.N.	do	Yunbari maru	Jap.	N. K. K.
"	5 M.N.	do	Ngaukin	Br.	B. & S.
"	6 M.N.	do	Yohyang maru	Jap.	N. K. K.
"	7 M.N.	do	Tachang maru	Jap.	N. K. K.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 27	Ningpo	Kiangyung	2012	Chl.	C. M. S. N. Co.	KLYW
June 27	Chefoo	Kingsing	1983	Br.	J. M. & Co.	SHW
June 27	Japan	Rokkosen maru	1348	Jap.	M. B. K.	
June 27	Japan	Yohbari maru	652	Jap.	N. K. K.	
June 27	Japan	Yelko maru	879	Jap.	M. B. K.	
June 27	Japan	Oturu maru	1881	Jap.	M. B. K.	
June 27	Swatow	Tamsui	915	Br.	B. & S.	WTW
June 27	Wenchow	Kwangchi	1205	Chl.	C. M. S. N. Co.	KLYW
June 27	Swatow	Wuhu	1227	Br.	B. & S.	
June 27	Hankow	Kiangyung	1490	Chl.	C. M. S. N. Co.	KLYW
June 27	Hankow	Tafoo maru	1786	Jap.	N. K. K.	KPDW
June 27	Japan	Yodo maru	1350	Jap.	F. & Co.	

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 27	Hankow etc.	Kiangyung	1210	Chl.	C. M. S. N. Co.
"	Hankow etc.	Luenbo	1205	Br.	J. M. & Co.
"	Chinwangtao	Atsuta maru	1847	Jap.	N. Y. K.
"	Hankow etc.	Yohbari maru	1917	Jap.	N. K. K.
"	Hongkong, Canton	Cheon	2200	Br.	B. & S.
"	Japan	Fukuji maru	1242	Jap.	M. B. K.
"	Dairen	Sakaki maru	1246	Jap.	S. M. R.
"	Japan	Yamashiro maru	2250	Jap.	N. Y. K.
"	Amoy, Swatow	Irene	525	Chl.	C. M. S. N. Co.
"	Kobe	City of Bombay	3385	Br.	M. B. K.
"	Weihsaiwei, Chefoo, Tientsin	Shuntien	1081	Br.	B. & S.
"	Seattle	Manila maru	6082	Jap.	A. T. Co.
"	Ningpo	Kiangyung	2012	Chl.	C. M. S. N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
B.I.	April 5	Cruise	Brooklyn**	Am cru.	9215	30	500	Day
F & O B.I.	June 5	Cruise	Cincinnati	Am cru.	3213	17	293	Fewel
Y.T.F.D.	June 3	Cruise	Palos	Am g-b.				Cake
S.P.	June 24	Cruise	Quinos	Am g-b.	350	2		Strall

**Flagship, Far Eastern Squadron.

Admiral A. H. Winterhalter in command.
The French gunboat D. de Lagree and Decades, the Japanese gunboats Fushimi, Sonoda, and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Co.'s Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Wharf on Wednesday, June 28 at midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The str. Kiangyung, Capt. Wm. McIlwain, will leave on Wednesday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Tafoo Maru, Captain Y. Ikeda, will be despatched from the Pootung N.Y.K. Wharf on Thursday, June 29 at midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

For Southern Ports

FOOCHOW.—The str. Hsien, Captain F. H. Wallace, will leave on Wednesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY and SWATOW.—The str. Hsinohang, Capt. Wm. Munro, will leave on Thursday morning. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW via NINGPO.—The str. Kwangchi, Capt. A. P. Sangster, will leave on Thursday night. For Freight or Passage apply to C. M. S. N. Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2700	Ger.	Carlowitz	USA
June 24	Hongkong	Antiochus	8806	Br.	B. & S.	WTW
June 25	Hongkong	Anhui	1365	Br.	B. & S.	B.VII
Aug 4	Hongkong	Bohemian	4202	Aus.	Ans. Lloyd	B.VII
Aug 5	Hongkong	China	8095	Aus.	Ans. Lloyd	CMEW
June 1	Amoy	Chiyen	2111	Chl.	C. M. S. N. Co.	KLYW
June 15	Hankow	Changon	1200	Br.	Geddes & Co.	YTPD
June 23	Hankow	Carmarthen	2004	Br.	J. M. & Co.	B.III
June 25	Antung	Chekiang	1313	Br.	B. & S.	WTW
Aug 8	Hongkong	D. Rickmers	2061	Ger.	H. D. & Co.	USA
Apr 14	Hongkong	Hesbeth	4121	Nor.	Wallen & Co.	B.IV
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co.	10 p
June 25	Japan	Fujisan maru	1275	Jap.	M. B. K.	MEKW
June 25	San Francisco	Georgian	4681	Am.	Dodwell & Co.	
June 25	Poochow	Hsien	837	Chl.	C. M. S. N. Co.	KLYW
June 25	Hankow	Hazel Dollar	2303	Br.	R. Dollar	
June 25	Hankow	Hsinang	1385	Chl.	C. M. S. N. Co.	KLYW
June 25	Swatow	Kwangchi	1258	Chl.	C. M. S. N. Co.	KLYW
Apr 22	Hongkong	Kwanglee	4081	Chl.	C. M. S. N. Co.	KLYW
May 25	Hankow	Kinling	2511	Br.	B. & S.	GNPW
May 26	Hankow	Kiangyung	1451	Chl.	C. M. S. N. Co.	KLYW
June 24	Hongkong	Kwongkong	1428	Br.	J. M. & Co.	KLYW
June 24	Swatow	Kwangee	1228	Br.	B. & S.	WTW
June 24	Japan	Kasuga maru	2287	Jap.	N. Y. K.	NYKW
July 16	Hankow	Meidiah	1622	Ger.	Melchers	NGLE 1
July 30	Hankow	Meidiah	1622	Ger.	Melchers	NGLE 1
June 2	Hankow	Meifoo	406	Aus.	S. O. Co.	SOCW
June 26	Hongkong	Nellore	4250	Br.	P. & O.	SHW
May 24	Cruise	Pacific	727	Dan.	G. N. T. Co.	S p
June 25	Hongkong	Pheutius	4206	Br.	B. & S.	HYW
June 25	Chinwangtao	Proteus	1025	Nor.	E. M. A.	HYW
July 30	Tsingtao	Sikiang	1840	Aus.	H. A. I.	Int D W
July 30	Hongkong	Silesia	5446	Aus.	Ans. Lloyd	S VIII
Dec 16	Yangtze	Silesia	4485	Chl.	S. N. Co.	KNDW
June 16	New York	St. Bede	3130	Br.	Dodwell	PWW
June 19	Cruise	Store Nordiske	506	Dan.	G. N. T. Co.	S p
June 20	Hankow	Suiwo	1931	Br.	J. M. & Co.	HW
June 26	Hankow	Siangyang maru	1984	Jap.	N. K. K.	NYKW
June 21	Hongkong	Tydeu	4560	Br.	B. & S.	HW
June 25	Hankow	Tachang maru	1369	Jap.	N. K. K.	NYKW
June 25	Hankow	Tatung	1881	Br.	B. & S.	CNW
June 25	Chinwangtao	Volund	1114	Nor.	K. M. A.	KMAW
June 25	Hankow	Wuchang	1975	Br.	B. & S.	CNW

DOLLAR S.S. LINE
Pacific Service

PROPOSED SAILINGS

S.S. "Bessie Dollar" . . . Aug. 1st

S.S. "Strathardle" . . . Sept. 15th

S.S. "Hazel Dollar" . . . Oct. 1st

Will accept cargo for San Francisco, San Pedro, Seattle, Tacoma, Portland and Vancouver.

Through Bills of Lading issued to the principal cities of the United States and Canada.

For further information as to freight rates, apply to

THE ROBERT DOLLAR CO.

Union Building, corner of Canton Road and Bund
Telephone 2331.

FOOTOO and NINGPO.—The str. Kiangyung, will leave on Saturday afternoon. For Freight or Passage apply to C.M.S.N. Co.

KEELUNG DIRECTLY.—The str. Joshin Maru, Captain T. Narushima, will be despatched from the Co.'s Pootung wharf on July 11, at 5 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Agents' Office at 5 a.m., on the same day. For Freight or Passage, apply to The Nishin Kisen Kaisha, Agents, No. 5, The Bund. Tel. No. 3256.

HONGKONG.—The str. Nippon Maru, will be despatched on Wednesday, July 19. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to The American Trading Company.

For Northern Ports

TIENSIN.—The str. Hsinning, Capt. R. G. Paramore, will leave on Friday morning. For Freight or Passage apply to C. M. S. N. Co.

TIENSIN and DAIREN.—The str. Kohoku Maru, Captain S. Yamaga, will be despatched from the Co.'s Yangtzeppoo wharf on July 1 at 11.30 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Agents' Office at 10.30 a.m., on the same day. For Freight or Passage, apply to The Nishin Kisen Kaisha, Agents, No. 5, The Bund. Tel. No. 3256.

TIENSIN and DAIREN.—The str. Keelung Maru, Captain A. Saito, will be despatched from the Co.'s Yangtzeppoo wharf on July 11, at 9 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Agents' Office at 8 a.m., on the same day. For Freight or Passage, apply to The Nishin Kisen Kaisha, Agents, No. 5, The Bund. Tel. No. 3256.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The str. Tenyo Maru 22,000 tons, Capt. H. S. Smith, will be despatched on Friday, July 21, 1916. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For freight or passage apply to The American Trading Company.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The str. Tenyo Maru 22,000 tons, Capt. H. S. Smith, will be despatched on Friday, July 21, 1916. Passengers booked to all points in America, and ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For freight or passage apply to The American Trading Company.

Shipping Items

The C.N. s.s. Tungchow left Tientsin for Shanghai via Weihsaiwei and Chefoo yesterday.

The C.N. s.s. Luchow left Hongkong for Shanghai on Sunday.

The I.C. s.s. Choyang, left Hongkong for Shanghai via Swatow on Sunday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Monday.

The I.C. s.s. Tuckwo left Hankow for Shanghai on Monday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Monday.

The C.N. s.s. Poyang left Hankow for Shanghai yesterday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai yesterday.

The I.C. s.s. Esang left Hongkong for Shanghai yesterday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai yesterday.

Swedish East Asiatic Co., Ltd.

Regular Steamship service between Sweden and China.

Shanghai Agents:

The Ekman Foreign Agencies, Limited.

Passengers Departed

Per C.M. s.s. Hainfung for Hankow:—Mr. Roth, and Mrs. Rooley.
Per C.N. s.s. Shuntien for Chefoo:—Mrs. W. E. Host, Misses Murray, and

SÄUERKRAUT PRICE RISING
Cabbages, Cucumbers and Apples Come High—Butter Hard to Obtain

In the face of desperate efforts by both the Imperial Government and the municipal authorities of Vienna to regulate the food supply of the Austrian capital, prices are constantly rising and the situation is steadily growing worse, according to a report

of conditions prevailing in the market the last week in April appearing in the Vienna Arbeiter-Zeitung and reprinted in the London press. The butcher market halls are thronged with would-be buyers, largely because of the difficulty of obtaining supplies at the smaller shops. Only very bony pieces of meat may be had at less than 20 cents a pound, and the compulsory purchase of extra bones and scraps drives the price up, in some cases, to \$1.13 and occasionally to \$1.25. The Arbeiter-Zeitung complains that the same and other tricks of the dealers are from 20 to 40 cents a pound to the price. It is hard to obtain pork, especially staple meat, under 85 cents, and if the Hausfrau requires a piece of boned pork, and that not of the best quality she will be lucky to get anything under 90 cents a pound.

The demand for fat cannot in any measure be satisfied. To secure a piece it is necessary to be in the line long daylight. By 8 o'clock not a scrap

"Truth," represented by the undraped figure of Miss Edwards, is a clever and delicate piece of acting. At no time in the piece could the most prim and proper individual take offence.

The Victoria Theater was again packed last night when the picture was screened. Some good posing by La Belle Josephine and dancing by a Russian ballet complete a big entertainment.

Fruit		
Apples	per lb.	25-30
Apricots	"	10-12
Bananas	"	7-8
Cherries	"	none

"for the return of
the stolen papers"

Rackets and Balls
Watch the Windows
when you go by
SILBERMAN'S
Inspection Invited.

LIGHT TYPE A M.

Thursd.	Tuesd. & Sat.
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Tientsin, June, 1916. THE TRAFFIC MANAGER

.....

MAIN LINE

Zab Kou	arr.	11 55	12.57	3.05	6.20	7.40	Shanghai South ...	arr.	11.22	12.25	2.38	6.07	6.50
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KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000
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Light Tube A.M. Dark Tube P.M.

Auctions

A. LANDAU & Co.

(Swiss Establishment)
Auctioneers, Expert Valuers,
Salesrooms in

Nos. 134-135a Szechuen Road
Telephone 2653.

Personal attention given to house
auctions.

A/c of sales rendered within 3
days of sales. Cash advances
made on goods entrusted
to our sales.

Terms on application.

TENNIS

GLASSES, NON-BLURRING
O. D. RASMUSSEN, D. O.
OPTOMETRIST—1A JINKEE ROAD.

Consolidated Rubber Estates
(1914), Limited

(Incorporated under the Hongkong
Ordinances)

AT a Meeting of the Directors
held on June 15th, 1916, it was
decided to declare an interim divid-
end at the rate of 20 per cent
(which equals 15 Tael cents per
share) on the Capital of the Com-
pany, payable on and after 3rd July,
1916, to shareholders on record at
that date.

Notice is hereby given that the
Share Register and Transfer Books
of the Company will be closed from
the 26th June to 3rd July, 1916,
both days inclusive.

By order of the Directors,
China Realty Company, Ltd.
Secretaries & General Managers.
10124

The Bukit Joh Alang Rubber
Estates, Ltd.

NOTICE is hereby given that the
SIXTH ORDINARY GEN-
ERAL MEETING of Share-
holders of this Company will be
held at the Head Office, No. 38
Canton Road, Shanghai, on Thurs-
day, the 6th of July, 1916, at 4.30
p.m., for the purpose of receiving
the Report of the Directors and
Statement of Accounts for the year
ended 31st March, 1916, and trans-
acting other ordinary business of
the Company.

The Transfer Books of the
Company will be closed from the
1st of July to the 6th of July, both
days inclusive.

By Order of the Board of Directors,
HUGO REISS & CO.
Shanghai, 26th June, 1916.
Secretaries & General Managers.
10228 J 6

Yoghurt (sour milk).

FRESH MILK

Delivered daily
Prices moderate

AIKOSHA DAIRY.

Tel. 2175. 53 Avenue Dubai.
10192

NOTICE OF REMOVAL

FROM SATURDAY, the 1st of
July, our office will be at No.

1 Bund (McBain Building).

SOUTH MANCHURIA RAILWAY
COMPANY, LTD.,

SHIPPING OFFICE.

Telephones:

Manager 3826 Passenger 4207
Freight 4209 Comprode 1443

10229-J-2

Business and Official
- - - Notices - - -MAKE YOUR
OFFICE COOLER

A Supply of
"Elephant Head"
Pilsener

Will Make Your Office
Seem Cooler

"HIRANO" MINERAL
WATER
Is Pure

Garner, Quelch & Co.

The Anglo-Dutch (Java) Planta-
tions, Ltd.

NOTICE IS HEREBY GIVEN
that at a Meeting of The Board of
Directors held on Saturday, 24th
June, 1916, it was decided to pay
an Interim Dividend of 25 Canda-
rens per share on the issued Capital
of the Company, on Monday, 10th
July, 1916, to shareholders on
record on that date.

NOTICE IS HEREBY GIVEN
that the Transfer Books of the
Company will be closed from 1st
July to 10th July, 1916, both days
inclusive.

By Order of the Board of Directors,
R. N. TRUMAN & CO.
Secretaries & Managers.

Dated, 24th June, 1916.
13 Nanking Road, Shanghai. 10214

SING CHONG ZUNG

信昌仁珠號收買珍珠
Pearl Dealers
49 Hankow Road.

Any firm or individual who has
NEW PEARLS to dispose of is
requested to communicate with us.
We are ready to buy white Pearls
from European countries. Write
to, or call in person at the above
address. 10199

Walter Dunn & Co.

Book Extra First Class Engineer's Guide \$14.40
Semi and Ocean: The Marine Steam Engine 16.80
C. E. Sawyer: Marine Boiler Mounting & Care 9.80
Tait's Mechanical Guide 4.80
J. P. Allen: Proc. Building Construction 6.00
Lapin's: A Practical Treatise on Ship Surveying 9.60
Dugdale: Elec. Ship Lighting 11.00
Sheldon and Beaumont: Dynamo Elec. Machinery 16.00
J. E. Murray: A Hand Book of Wireless Telegraphy 8.40
Barrister: Every Man's Own Lawyer 5.60
Whitman's Hydrographical Surveying 16.00
E. L. Atwood's Test Book: Wireless 8.40
R. J. Innes's Tables (1913) 12.50
Lambert's Test Book of Mechanical Eng. 10.00
Carl Beatty: The Marine Steam Engine with Atlas 32.00
Byron Beatty: Gas, Oil and Air Engines 20.00
A. E. Sutton's Manual of Marine Engines (1913) 20.00

A183 SZECHUEN ROAD
Telephone No. 805.

NOTICE

CHOW LAN-CHU (周蘭菊),
native of Canton, Ex-Consul for
China at New Zealand—TAKE
NOTICE that Messrs. Kirchner
and Boger, merchants, at Shanghai,
have filed a petition in the Inter-
national Mixed Court at Shanghai,
charging you with having fraudu-
lently obtained from them the sum
of 2,000 Mexican Dollars by means
of false pretence: to wit, a false
statement of your brother Chow
Tsz-chi (周自齊), Ex-Minister for
Agriculture and Commerce of the
Republic of China, whereby the said
Chow Tsz-chi was to guarantee the
repayment of the aforesaid Dollars
2,000.

Application has been made to the
Court, that should you fail to
appear before the aforesaid Court
within thirty days from the date
hereof, a judgment in contumacia
shall be given against you and that
a reward shall be put up for your
arrest.

MAJOR ST. P. RUDINGER,
Counsel for Complainants.
Shanghai, this 15th day of June
A.D. MCMXVI. 10163

When You Hire a Car,

Why be cramped up in a five-seater, when
you can hire a seven-seater Studebaker for
the same money?

H. S. Honigsberg & Co.

TEL. WEST 1234

White Zinc Paint

White Lead Paint

Red Lead Paint

made by

W. H. C.—Hubbuck—Blundell Spence

ZUNG LEE & SONS

Tels. 196 & 4368 BROADWAY Tel. add. "Zunglee."

1284, BROADWAY

TELEPHONE No. 1025

YUT SAE CHANG & Co.

Iron Merchants & General Hardware Dealers
SHANGHAI.

Our branch at Mokanshan has now been opened for the
summer months.

The China Press is on sale at our store

Henry The Tailor

J-14, Seward Road, Shanghai
(NEAR ASTOR HOUSE)

I acquired the Art of Cutting from an American
tailor. I am recommended by some of the best-
dressed men in Shanghai. 6754

CENTRAL STORES, LIMITED

Notice to Debenture Holders

THE Debenture Transfer Register
of the Company will be closed
from the 27th to 30th June, both
days inclusive.

Interest Warrants for the half-
yearly interest due on the 30th
June, 1916, will be posted to each
registered holder on that date.

Registered holders, other than
those who have agreed to exchange
their old Debentures for the new
issue about to be made by the Com-
pany, will be paid off at the
Registered Office of the Company
on and after the 30th June, between
the hours of 10 to 12, and 2 to 4,
on production of their Debentures,
duly receipted.

By order of the Board,
E. BURROWS,
Acting Secretary.
10243 J 30

THE CENTRAL GARAGE
CO., LTD.

2A, JINKEE ROAD

CARS FOR HIRE

Prompt Service Day

and Night.

Telephone 3809.

Bank Holidays

THE Exchange Banks will be
closed for the transaction of Public
Business on Saturday and Monday
the 1st and 3rd July, on account of
Summer Holidays. 10235 J 2

ASTOR HOUSE HOTEL

Notice to Debenture Holders

THE Debenture Transfer Register
of the above Hotel will be closed
from the 27th to 30th June, both
days inclusive.

Interest Warrants for the half-
yearly interest due on the 30th
June, 1916, will be posted to each
registered holder on that date.

A further notice regarding the
exchange of the existing Debentures
for the new issue of Central Stores,
Ltd., 6% Debentures will be issued
within the course of the next few
days.

By order of the Board,

E. BURROWS,
Acting Secretary.
10243 J 30

S. S. SHIMIZU

SOLE IMPORTERS OF

BEEF

From Tsingtao.

Families, Hotels and Steamers
supplied at very low rates.

K2270 Boone Road (corner of Miller Road).

Tel. 1936.

NOTICE

The 6% Internal Loan of the 3rd
Year of the Chinese Republic
(1914)

The Public are hereby notified
that the fourth payment of interest
of the 6% Internal Loan of the 3rd
Year of the Chinese Republic
(1914) will fall due on the 30th of
June of this year. With the excep-
tion of the detailed regulations,
governing the payment of interest
of the said Loan, which have been
published in the Government
Gazette and which have been
printed for the information of the
Public by all the establishments
authorised for the payment of
interest, the following important
points are hereby published for
general information:—

1. The date when the payment of
interest begins: The 30th
June of the 5th year of the
Chinese Republic.

2. The organs authorised for the
payment of interest:

a. All Magistrates' Yamen.
b. The Head and Branch
Offices of the Bank of China
and of the Bank of Com-
munications.

c. The reliable agents of the
above mentioned two banks.

3. The methods for the claiming
of interest:

The Public when claiming for
the interest must cut down the
matured coupons and proceed
to any of the above mentioned
organs with the said coupons.
The said organs after examin-
ing the said coupons will then
pay the interest and retain the
coupons so paid. But the
holders of \$1,000 Bonds and of
\$10,000 Bonds must not cut
down the coupons themselves,
as the said Bonds have to be
examined first by the organs
concerned.

The matured coupons can be
used as cash in payment of land
tax and duties. The interest
of the coupons is expressed in
term of "big Dollar" and if
it is required to be converted
into taels or copper cash, then
the rate of exchange for
different districts will be
decided and posted in con-
spicuous places by the various
Financial Bureaux concerned.
The Public are requested to
read over the detailed regula-
tions governing the payment of
interest which are obtainable at
all authorised organs above
mentioned.

By Order

The Bureau of National Loans.

10204 J 5

Shanghai Race Club

NOTICE is hereby given that an
Extraordinary General Meeting of
the Voting Members will be held at
the Grand Stand on Friday, the
30th day of June, 1916, at 6 p.m.,
in order to amend the Club's rules
in the way suggested in the Notice
affixed to the Notice-board in the
Coffee Room at the Grand Stand.

By order of the Stewards,

F. J. BURRETT,

Hony. Actg. Secretary,
Shanghai Race Club.

Shanghai, 23rd June, 1916.

10209 J 30

THE NEW HOTEL

WEST LAKE, HANGCHOW

NOTICE

The Proprietor of The New Hotel
begs to inform the Public that his
establishment at Hangchow is the
best of its kind there. It is beautifully
situated in a very cool situation from
whence guests can enjoy nice views.
The house is large with bedrooms
facing the south; the table and wines
are first-rate. The kitchen is under
the supervision of an excellent cook,
with many years' experience in
foreign hotels in Shanghai. Travellers
to Hangchow during summer months
particularly will find in the above-
mentioned Hotel all comforts.

PRICES VERY MODERATE

Give us a trial and you will be
convinced.

1018

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
be Prepaid

Replies must be
called for

APARTMENTS

WINDSOR HOUSE

14-15, Quinsan Gardens

Comfortable Rooms with full
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